Government
Publications
C12

Canada Parliament

Sessional Papers

SESSIONAL PAPERS

VOLUME 14

SECOND SESSION OF THE TWELFTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1912-13

VOLUME XLVII

LIBRARY
JUN 14 1966
UNIVERSITY OF TORONTO

1091647

See also Numerical List, Page 25.

ALPHABETICAL INDEX

TO THE

SESSIONAL PAPERS

OF THE

PARLIAMENT OF CANADA

SECOND SESSION, TWELFTH PARLIAMENT, 1912-13.

A

Agricultural Aid Act, Agreement with the several Provinces *re* expenditure of Subsidies under, &c.. .. .. 67*i*

Agriculture, Report of Dept. of.. 15

Agricultural School, Model Farm, &c., at New Carlisle, Que., Memorials, &c., *re*. 215

Aids to navigation that have been established on the Canadian Atlantic Coast.. 89

Aikins, J. A. M., Report of on 'Moral Instruction in the Canadian Public Schools'.. 96

Aldershot Military Camp, number of men at in summer of 1912; contracts given; cost of supplies, &c.. 182

Aldershot, N.S., *re* supply of ice for Military Camp at, &c.. .. .. 221*a*

Aldershot, N.S., *re* alleged thefts of property from the Militia Camp in Sept., 1912.. 221

Algoma Steel Co., applications for remission of duties on rails imported by at Fort William, &c.. 149

Amiot, P. E., Engineer Public Works Dept., Bonaventure Co., Que., *re* transferring of.. 138

Appeals made to Governor in Council, 12 months prior to March, 1912.. 117

A

Appointments:—

General Foremen, &c. of Public Works of Co. of Bonaventure, since Oct. 1, 1911, to date, &c.. .. .. 72*j*

Appointment of Mr. McCloskie as Postmaster at Wakan, B.C.. .. .. 72*k*

Archives Branch, *re* transferring of from Dept. of Agriculture to Secretary of State, &c.. 87

Archives Branch of Secretary of State, Report of work of for year 1912.. .. 29*b*

Asselin, Olivar, Report of *re* investigation of French and Belgian immigration into Canada.. 91

Astronomer, Chief, Report of for year ending March 31, 1912.. .. .. 25*a*

Atlantic, Quebec and Western Ry., Report of Engineers *re* usefulness of as feeders to I. C. Ry.. .. .. 67*f*

Auditor General:—

Report of, Volume 1, A to J, for year ended March 31, 1912.. 1

Report of, Volume 2, K to U, for year ended March 31, 1912.. 1

Report of, Volume 3, V to Y, for year ended March 31, 1912.. 1

Australia, Commonwealth of, Preferential Tariff between Canada, and.. .. 94

B

Banque Internationale, application of to the Treasury Board, &c.. 130
Banque Internationale, *re* Certificate authorizing transfer of to Home Bank, &c.. 228
Beeman, J. C., cancellation of contract of, for conveying H. M. Mails, name of successor, &c.. .. .. 62*b*
Begin, Mr. J., appointment of as Manager of Experimental Farm at Ste. Anne.. 72*e*
Belgian and French Immigration to Canada, Investigation into by Olivar Asselin.. 91
Bills passed by House of Commons since Confederation, which have been amended by Senate.. 223
Bonaventure, Post Offices opened in since Oct., 1911, to date, &c.. 63
Bonaventure Co., Resolution of, asking for, or objecting to, certain public works in said Co.. 139
Bonds and Securities registered since last return, Nov. 28, 1911.. 53
Boulanger & Son, Quebec, Claims of, &c. 141*a*
Branch Lines I. C. Ry.:—
Railway from Estmere to Baddeck, *re* building of.. 82
Vale line of, *re* asking for road to be taken over by I. C. Ry., *re*.. 109
Reconstruction of Branch line of into Guysborough Co., N.S.. .. .. 83*e*
Breakwater at Petite Rivière, Lunenburg Co. N. S., Report *re* repairs made on in year 1912.. .. .. 203*j*
British Consular Service, O. C. *re* facilities for information useful to Canadian Trade in connection with.. .. 118
British Canadian Loan and Investment Co., Ltd., Toronto, for year 1911.. .. 140
British Columbia, Copy of O. C. appointing a commission to inquire into claims of, &c.. 191
British Columbia, Memo. *re* claims of for special consideration.. .. .. 191*a*
British Columbia, Correspondence *re* claims of Indians of the Province, between Prov. Govt. and Dominion Govt. 159*a*
British Columbia, Documents *re* subject of increase of Prov. Subsidy to.. .. 67*g*
British Columbia, Memorials of Govt. of *re* claims for additional Prov. Subsidies.. .. .. 67*h*

B

Broderick, Post Office, Sask., *re* change of name of.. 78
Brulé Wharf, Colchester Co., N.S., *re* expenditures on during last two years &c.. 179
Brown, James W., in connection with western lands, pt. of S. E. ¼ section 21-20-21-W., 2 Meredian, and others, also Alex. Hurst Brown's claim *re* these lands.. .. .. 187*c*
Buildings occupied by the Govt. as public offices, under rent, where situated, &c.. 208

C

Cable Rates, Memo. on subject of between P. O. Dept. and British Post Office.. 93
Canada Steamer, *re* investigations regarding service performed by, &c.. .. 65
Canada-West Indian Conference.. 55
Canadian Fishermen, *re* recent increase in prices charged for Manilla Cord.. 185
Canadian Boat Fishermen, *re* Medical attendance on, &c.. 64
Canadian Pure Food Act, date of enactment of, &c.. 70
Canadian Trade and Commerce, extension of facilities for obtaining information useful to.. 118
Canadian Pacific Railway:—
Orders in Council respecting, &c.. .. 45
Return *re* lands sold by, year ending Oct. 31, 1912.. .. .. 45*a*
Return *re* applications made by, for authorization to make new issue of stock.. .. .. 45*b*
Canadian Guardian Life Insurance Co., *re* transfer of from Dept. at Ottawa to Dept. at Toronto.. 188
Canals:—
St. Peter's, Improvements on, also *re* contract between Department and W. H. Weller.. 108
St. Peter's, Improvements on, also relating to contracts, &c.. .. .. 108*a*
Relating to personal expenses paid by Government to Mr. St. Amour, Superintendent Soulanges Canal.. .. .. 108*b*
Census, 1911:—
Population, Religions, Origins, &c. .. B
Manufactures.. C
Civil Service:—
Statement of affairs in connection with Civil Service Insurance Act.. 41

C

Statement of superannuation and retiring allowances in Civil Service.. 44
Civil Service List, 1912.. 30
Report of Sir George Murray on organization of in Canada.. .. .. .. 57a
Report of Civil Service Commission.. 31
Code, W. J., Report *re* investigation into Govt. Printing Bureau.. .. .. 61 (11z)
Commission Royal, Report of on Industrial Training and Technical Education, &c.. .. .. 191d
Commission Royal, Report of inquiry into complaints *re* weighing of butter and cheese in Montreal, &c.. 153
Commissioners, appointment of *re* study of causes for depopulation of country places, high cost of living.. 129
Commissioners, appointed to investigate complaints against United Shoe Machinery Co.. .. .. 95c
Commission Agents, complaints for placing farm labourers in Ontario.. 47
Commissioners appointed under first part of Inquiries Act, 1906.. 191
Commissioners appointed to inquire into claims of British Columbia.. .. .. .. 191a
Commissioners appointed to inquire into Indian Lands and Indian Affairs in B.C. 191b
Commissioners appointed to inquire into Law *re* Pilotage Districts of Montreal and Quebec.. .. .. 191c
Commission appointed to investigate charges of political partisanship in Govt. Printing Bureau, with evidence and Report.. .. .. 61 (11z)
Combines Investigation Act, Report of Proceedings under, year ended March 31, 1912.. .. .. 36c
Canada and Newfoundland, Volume of trade import and export between from Jan. 1, 1896, to Jan. 1, 1913, also Trade Agreement between Newfoundland and West Indies, included with Canada, for 1909, 1910, 1911 and 1912.. 195
Canada and Newfoundland, Volume of Trade, import and export, between, from Jan. 1, 1896, to Jan. 1, 1913, &c. (Supplementary Return).. .. .. 195a
Cariboo Island, Pictou Co., N.S., Papers in connection with expenditure at 97
Cement, Customs Tariff on, correspondence between Coy's., Corporations, &c., to Nov. 1, 1911.. 125
Cement, adjustment of Duty on, and all correspondence with Ministers respecting.. .. .. 125a

C

Census Enumerators, Reports as to delay in payment of, &c.. 76
Central Railway of Canada, Report made by the Railway Department.. 211
Champlain Market, Que., *re* acquisition of by Trans. Ry. Commissioners, for Station, Terminals, &c.. 170
Chartered Banks, List of Shareholders in, as on Dec. 31, 1911.. 7
Cheese, Butter, &c., Report of Royal Commission of inquiry into methods of weighing, payment, &c., Montreal. 153b
City of Sydney, Steamship Investigation into collision between tug *Douglas H. Thomas*, and 95e
Construction of road from North Bay to Sturgeon Falls, Ont., Correspondence and Engineers Reports *re*.. 178
Conference, International Peace, *re* consideration of first Century of between U. S. and British Empire.. .. 229
Correspondence, &c., by Conservative Candidate, Gloucester Co., N.B., *re* Public Works to date.. 187
Correspondence *re* East ½ of Sec. 27 in Tp. 6, Range 2, West of third Meridian.. 126
County Court Judges, *re* request of increased salary, and amendment to Judges Act *re* retiring allowances.. .. 173
Customs Department:—
Report of.. 11
Customs Tariff of Canada, changes made in by O. C., since last Session of Parliament, &c.. 73
Criminal Statistics for year ended Sept. 30, 1911.. 17
Crowe, Colonel, Commandant Royal Military College, *re* retirement, &c.. .. .. 75a

D

Dairy and Cold Storage Commissioner, Report of for year ending 1912.. .. .. 15a
Dry Dock at Lévis, Que., or Harbour and Port of Quebec, Que.. 204
Drill Hall at Fernie, B.C., *re* contract for erecting at.. 197
Drill Hall at Fernie, B.C., *re* awarding contract for erection of.. .. .. .. 197a
Dismissals:—
Return *re* dismissal of John R. McDonald, Heatherton, Antigonish Co., N.S... 61
Return *re* Dr. C. P. Bissett, Physician to Indians Salmon River, N.S.. .. 61a

D

Return *re* dismissal of Michael Murphy, P. M., at Pt. Micheau, R. Co., N.S.. .. .. 61*b*

Return *re* dismissal of David A. McLeod, P. M., at Cleveland, Richmond Co., N.S.. .. .. 61*c*

Return *re* dismissal of John Milward, P. M., at Stormont, Guysborough Co. N.S.. .. .. 61*d*

Return *re* dismissal of Kenneth F. McAskill, P. M., at Loch Lomond, Richmond Co., N.S.. .. .. 61*e*

Return *re* dismissal of W. W. Hayden, wharfinger at Digby, N.S.. .. .. .. 61*f*

Return *re* dismissal of W. B. Langley, Asst. at Lobster Hatchery, N.S.. .. 61*g*

Return *re* dismissal of Fred. E. Cox, Engineer Lobster Hatchery.. .. .. 61*h*

Return *re* dismissal of Simon Hodgson, Engineer Lobster Hatchery, Isaacs Harbour, N.S.. .. .. 61*i*

Return *re* dismissal of Henry Henlow, Engineer Lobster Hatchery, Canso, Guysborough Co., N.S... .. .. 61*j*

Return *re* dismissal of H. C. V. Le Vatte, Harbour Master at Louisburg, C. B. South, N.S.. .. .. 61*k*

Return *re* dismissal of John Cummings, Asst. Lobster Hatchery, Isaacs Harbour, N.S.. .. .. 61*l*

Return *re* dismissal of W. G. Matthews, of Life Boat Crew, Canso, Guysborough Co., N.S.. .. .. 61*m*

Return *re* dismissal of Joseph Shean, Harbour Master, North Sydney, N.S. 61*n*

Return *re* dismissal of Geo. H. Sampson, of Storm Signal, Lower L'Ardoise, Richmond Co., N.S... .. 61*o*

Return *re* dismissal of Alexis Vigneau, Capt. Patrol Boat, Arichat, Richmond Co., N.S.. .. .. 61*p*

Return *re* dismissal of Emeri Thivierge Fisheries Inspector, Cos. of Prescott and Russell, N.S.. .. .. 61*q*

Return *re* dismissal of all public officers, Inland Revenue Dept., Co. of St. Jean Iberville, Quebec.. .. .. .. 61*r*

Return *re* dismissal of J. Fabien Bugeaud, Bonaventure, Que., A. B. Caldwell, New Carlisle, Quebec.. .. 61*s*

Return *re* dismissal of Duncan McArthur, Annuities Branch, while attached to Trade and Commerce.. .. 61*t*

D

Return *re* dismissal of Chas. O. Jones, Postmaster, Bedford, Co. of Missisquoi, Quebec.. .. .. 61*u*

Return *re* dismissal of Archd. Barss, Postmaster, New Harbour, Guysborough Co., N.S.. .. .. 61*v*

Return *re* dismissal of Dr. A. Allaire of Penitentiary of St. Vincent de Paul.. .. .. 61*w*

Return *re* dismissal of Oscar Beauchamp, Warden of Penitentiary, St. Vincent de Paul.. .. .. 61*x*

Return *re* dismissal of John McDonald, freight handler, checker, I. C. Ry., Sydney Mines, N.S.. .. .. 61*y*

Return *re* dismissal of Allan Kinney, Linwood, Antigonish Co., sectionman, I. C. Ry.. .. .. 61*z*

Return *re* dismissal of Chas. Landry, of Pomket, Antigonish Co., N.S., Sectionman I. C. Ry.. .. .. 61*aa*

Return re dismissal of Patk. Decoste, Ferry Stmr. *Scotia*, between Mulgrave and Point Tupper, N.S.. .. 61*bb*

Return *re* dismissal of Harry E. McDonald, Asst. Engineer, St. Peters Canal, Richmond Co., N.S.. .. .. .. 61*cc*

Return re dismissal of Neil Ross, sectionman I. C. Ry., West River, Pictou, N.S.. .. .. 61*dd*

Return *re* dismissal of Jas. Armstrong, Heatherton, Antigonish Co., N.S., Sectionman I. C. Ry.. .. .. .. 61*ee*

Return *re* dismissal of Thos. J. Gray, car inspector, I. C. Ry., Westville, Pictou Co., N.S.. .. .. 61*ff*

Return *re* dismissal of Colin Macdonald, sectionman I. C. Ry., James River, Antigonish Co., N.S.. .. .. 61*gg*

Return *re* dismissal of A. T. Gannon, car inspector, I. C. Ry., North Sydney, N.S.. .. .. 61*hh*

Return *re* dismissal of Huber Myatte, Tracadie, Antigonish Co., N. S., sectionman, I. C. Ry.. .. .. 61*ii*

Return *re* dismissal of John McDonnell, Afton Station, Antigonish Co., N.S., Sectionman, I. C. Ry.. .. .. .. 61*jj*

Return *re* dismissal of Wm. Landry, of Pomket, Antigonish Co., N. S., Section foreman, I. C. Ry.. .. .. .. 61*kk*

Return *re* dismissal of D. J. McDougall, Section foreman, I. C. Ry., Grand Narrows, N. S.. .. .. 61*ll*

D

Return *re* dismissal of Daniel A. Coffey and W. A. McNeill, Lockmen, St. Peter's Canal, Richmond Co., N.S. 61*mm*

Return *re* dismissal of John P. Meagher, foreman deckhand steamship *Scotia*, Guysborough Co., N.S. 61*nn*

Return *re* dismissal of Jas. Gibson, ex-P. M. of Alameda, Sask., *re* handing over office to E. Cronk.. .. .. .. 61*oo*

Return *re* dismissal of Capt. C. E. Miller, from 75th Regiment.. .. .. 61*pp*

Return *re* dismissal of J. N. N. Poirier, Collector of Excise, Victoriaville, Quebec, &c.. .. .. 61*qq*

Return *re* dismissal of Abraham Astephen, Interpreter, Immigration Department, North Sydney, N.S.. .. 61*rr*

Return *re* dismissal of Robt. Dow, Immigration Branch, Dept. Interior, Ottawa.. .. .. 61*ss*

Return *re* dismissal of John Ware, Immigration Branch, Dept. Interior, Halifax, N.S.. .. .. 61*tt*

Return *re* dismissal of Richd. Hickey, Immigration Branch, Dept. Interior, North Sydney, N.S.. .. .. 61*uu*

Return *re* dismissal of Dr. J. W. McLean, Medical Examiner, Immigration Dept., North Sydney, N.S.... 61*vv*

Return *re* dismissal of John A. McRea, Lightkeeper, Margaree Island, N.S.. .. .. 61*ww*

Return *re* dismissal of Thos. Brymer, Lightkeeper, Lower L'Ardoise, Richmond Co., N.S.. .. .. 61*xx*

Return *re* dismissal of Dominique Boudrot, Buoy contractor, Petit de Grat, Richmond Co., N.S.. .. .. .. 61*yy*

Return *re* dismissal of Fredk. F. Doucet, Lighthouse keeper, Caraquet, Gloucester Co., N.B.. .. .. 61*zz*

Return *re* dismissal of W. H. Henlow, Keeper of Storm Drum, Liscomb, N.S.. .. .. 61*aaa*

Return *re* dismissal of David Falconer, Lightkeeper, Cariboo Island, Pictou, N.S.. .. .. 61*bbb*

Return *re* dismissal of M. Wilson Lawlor, Harbour Commissioner, North Sydney, N.S.. .. .. 61*ccc*

Return *re* dismissal of P. J. McDonald, Harbour Commissioner, North Sydney, N.S.. .. .. 61*ddd*

D

Return *re* Names of all Lightkeepers in Province of N. S. dismissed since Oct. 11, 1911, &c.. .. .. 61*eee*

Return *re* Number of dismissals from public offices, Dept. Marine and Fisheries, Co. of Bonaventure.. .. 61*fff*

Return *re* dismissal of H. L. Tory, Fishery Officer, Guysborough, N.S., &c.. .. .. 61*ggg*

Return *re* dismissal of John W. Davis, Fishery Officer, Guysborough, N.S., &c.. .. .. 61*hhh*

Return *re* dismissal of Martin Bourque, Lightkeeper, River Bourgeois, N.S.. .. .. 61*iii*

Return *re* dismissal of Fredk. Poirier, Buoy Contractor, River Descouse, N.S.. .. .. 61*jjj*

Return *re* dismissal of Dr. Geo. Pinault, Medical Health Officer, Indian Reserve, Bonaventure Co., Que.. .. 61*kkk*

Return *re* dismissal of Fredk. Veit, Dept. Marine and Fisheries, Co. of Gaspé, Quebec.. .. .. 61*lll*

Return *re* dismissal of Alfred Lalonde, at Warehouse, Govt. yards, St. Joseph de Sorel.. .. .. 61*mmm*

Return *re* dismissal of Jas. Webber, Lightkeeper, Tor Bay Point, N.S.. 61*nnn*

Return *re* dismissal of Baptiste Desjardins, Lightkeeper at Kamouraska, Quebec.. .. .. 61*ooo*

Return *re* dismissal of Angus Smith, Pilot on steamer *Earl Grey*.. .. .. 61*ppp*

Return *re* dismissal of Michael J. Sampson, Lightkeeper at Lower L'Ardoise, N.S.. .. .. 61*qqq*

Return *re* dismissal of Wm. Hackett, Harbour Commissioner, North Sydney, N.S.. .. .. 61*rrr*

Return *re* dismissal of Hormisdas Lacasse, Wharfinger, Govt. Wharf, Wendover, Prescott Co., Ont., &c.. 61*sss*

Return *re* dismissal of Geoffrey Gorman, Coxswain, Life Boat Station, Herring Cove, Halifax Co., N.S.. .. 61*ttt*

Return *re* dismissal of Capt. Geo. Wetmore, Harbour Master, Yarmouth, N.S.. .. .. 61*uuu*

Return *re* dismissal of Stanley Henlow, Lightkeeper, Liscomb, Guysborough, N.S.. .. .. 61*vvv*

D

Return *re* dismissal of H. C. V. Le Vatte, Fishery Officer, Louisbourg, Cape Breton, N.S.. .. ..61*wwww*

Return *re* dismissal of Elias M. Boudrot, Storm Signal Keeper, Petit de Grat, N.S.. .. .. 61*xxxx*

Return *re* dismissal of A. B. Cox, Superintendent Reduction Works, Canso, N.S.. .. .. 61*yyyy*

Return *re* dismissal of Jeffrey Crespo, Subcollector Customs, Harbour au [illegible], N.S.. .. .. 61*zzzz*

Return *re* dismissal of Thos. Cameron, Preventive Officer, at Andover, N.B.61*aaaaa*

Return *re* dismissal of L. W. Pye, Customs Officer, Liscomb, N.S.. .. ..61*bbbbb*

Return *re* dismissal of Lucien O. Thisdale, Customs employee at Valleyfield, Quebec.. .. ..61*ccccc*

Return *re* dismissal of Alex. Macdonald, Doctor's Brook, Sub-collector of Customs.. .. ..61*ddddd*

Return *re* dismissal of Henry Cann, Customs Official and Preventive Officer, North Sydney, N.S.. .. .. ..61*eeeee*

Return *re* dismissal of Chas. Mennier, Customs Officer, Marieville, Que....61*fffff*

Return *re* dismissal of Geo. H. Cochrane, Collector of Customs, Moncton, N.B.. &c.. .. ..61*ggggg*

Return *re* dismissal of C. Michaud, Postmaster St. Germain, Kamouraska Co., Que.. .. ..61*hhhhh*

Return *re* dismissal of Emile Archambault, letter carrier at Montreal.. 61*iiiii*

Return *re* dismissal of Norman Morrison, Postmaster, Ferguson's Lake, N.S.. .. .. 61*jjjjj*

Return *re* dismissal of D. J. McKillop, Postmaster at McKillop, N.S.. .. ..61*kkkkk*

Return *re* Investigation recently held at Ste. Agathe P.O., County of Terrebonne.. .. .. 61*lllll*

Return *re* dismissal of Bertie Boudrot, Lightkeeper at Poulamon, Richmond Co., N.S.. .. ..61*mmmm*

Return *re* dismissal of Leon Rivest, J. B. Lachapelle and Louis Dubois, Lightkeepers at Repentigny, Que..61*nnnnn*

Return *re* dismissal of L. P. Carignan, Forest Ranger, Champlain, Quebec.. .. ..61*ooooo*

D

Return *re* dismissal of Jas. S. Harvey, W. L. Kempffer, J. Herbert Sweetman, J. B. LeBlanc, J. Nadeau, Preventive officers, Quebec.. .. ..61*ppppp*

Return *re* dismissal of Wm. Marsh, Preventive Officer, at Little Pond, Sydney Mines, N.S.. .. ..61*qqqqq*

Return *re* dismissal of Duncan McDonald, Customs Preventive Officer, Athelstan, Quebec.. .. ..61*rrrrr*

Return *re* dismissal of Lemuel Bent, Collector of Customs, Oxford, N.S. 61*sssss*

Return *re* dismissal of Pascal Poirier, Collector of Customs, Descouse, N.S. 61*ttttt*

Return *re* dismissal of Donald J. Hachey, Collector of Customs, Bathurst, N.B.. .. ..61*uuuuu*

Return *re* dismissal of John Maher, Customs Department at Montreal..61*vvvvv*

Return *re* dismissal of Peter Fougere, Preventive Customs Officer, Petit de Grat, N.S.. .. ..61*wwwww*

Return *re* dismissal of Jas. Grantmyre, Preventive Officer at Little Bras D'Or, N.S.. .. ..61*xxxxx*

Return *re* dismissal of Employees on Soulanges Canal, dismissed since September 21, 1911.. .. ..61*yyyyy*

Return *re* dismissal of Andrew Melville, Locktender, Cardinal, Ont..61*zzzzz*

Return *re* dismissal of Geo. Short, Canal Bridgetender, Cardinal, Ont.61*aaaaaa*

Return *re* dismissal of N. Broderick, Locktender, Cardinal, Ontario.....61*bbbbbb*

Return *re* dismissal of Thos. McLatchie, Locktender, Cardinal, Ont.61*cccccc*

Return *re* dismissal of Elgin McLaughlin, Locktender, Cardinal, Ontario.. .. ..61*dddddd*

Return *re* dismissal of Robert Robertson, Locktender, Cardinal, Ont....61*eeeeee*

Return *re* dismissal of Wm. L. Gladstone, Locktender, Cardinal, Ontario.. .. ..61*ffffff*

Return *re* dismissal of Byron Van Camp, Locktender, Cardinal, Ontario.. .. ..61*ggggg*

Return *re* dismissal of Samuel English, Canal Bridgetender, Cardinal, Ontario.. .. ..61*hhhhhh*

Return *re* dismissal of Edwd. F. Moran, Locktender at Cardinal, Ontario....61*iiiiii*

D

Return *re* dismissal of Wm. R. Fougere, Frankville, N. S., Sectionman on I. C. Ry.. .. ..61*jjjjj*

Return *re* dismissal of John Melanson, Afton, N. S., Sectionman on I. C. Ry.. .. ..61*kkkkk*

Return *re* dismissal of Ronald D. McDonald, Fishery Overseer, Broad Cove, N. S.. .. ..61*lllll*

Return *re* dismissal of John McLean, Fishery Officer, Gabarouse, N.S.61*mmmmm*

Return *re* dismissal of A. R. Forbes, Fishery Overseer, North Sydney, N. S.. .. ..61*nnnnn*

Return *re* dismissal of Sebastien Savoie, Superintendent, Lobster Hatchery, Shippegan, N.B.. .. ..61*ooooo*

Return *re* dismissal of D. S. Hendsbee, Weigher, Reduction Works, Canso, N. S.. .. ..61*ppppp*

Return *re* dismissal of M. Muce, Lightkeeper, Cheticamp Island, Inverness Co., N. S.. .. ..61*qqqqq*

Return *re* dismissal of Dr. J. D. R. Williams, Collector Canal Tolls, Cardinal, Ontario.. .. ..61*rrrrr*

Return *re* dismissal of John W. Bohan, Preventive Officer at Bath, Carleton Co., N. B.. .. ..61*sssss*

Return *re* dismissal of J. V. Smith, Sub-collector of Customs, Woods Harbour, Shelburne Co., N.S.. .. .. ..61*ttttt*

Return *re* dismissal of John Y. Fleming, Customs Officer at Debec, Carleton Co., N.B.. .. ..61*uuuuu*

Return *re* dismissal of Matthias Meagher, Preventive Officer at Debec, Carleton Co., N. B.. .. .. ..61*vvvvv*

Return *re* dismissal of A. J. Gosselin, Acting Preventive Officer at St. Albans, Vermont.. .. ..61*wwwww*

Return *re* dismissal of Jas. W. Bannon, Preventive Customs Officer, St. Agnes de Dundee, Huntington Co.61*xxxxx*

Return showing number of Postmasters dismissed in Pictou Co., N.S., since 1911 and names of Postmasters succeeding them.. .. ..61*yyyyy*

Return *re* dismissal of Jas. Murphy, Postmaster at Tweed, Ont.. .. ..61*zzzzz*

Return *re* dismissal of H. B. Easton, Immigration Agent, Prescott, Ont.61 (6a)

D

Return *re* dismissal of B. Hughes, Immigration Agent, Prescott, Ont....61 (6*b*)

Return *re* dismissal of Geo. Walsh, Immigration Agent, Prescott, Ont.61 (6*c*)

Return *re* dismissal of Newton S. Dow, Immigration Agent, McAdam Junction, N.B.. .. ..61 (6*d*)

Return *re* dismissal of Oliver Hemphill, Immigration Agent, Debec, Carleton Co., N.B.. .. ..61 (6*e*)

Return *re* dismissal of Martin Johnston, Preventive Officer at Rea Islands, Richmond Co., N.S.. .. ..61 (6*f*)

Return *re* dismissal of J. E. Phaneuf, Postmaster St. Hugues, Co. Bagot, Quebec.. .. ..61 (6*g*)

Return *re* dismissal of Murdock, McCutcheon, Postmaster at Sonora, Guysborough Co., N.S.. .. ..61 (6*h*)

Return *re* dismissal of Duncan Gillies, Fishery Overseer at Baddeck, C.B., Province of N. S.. .. ..61 (6*i*)

Return *re* dismissal of Antonio Leduc, Postmaster of St. Timothée, Co. of Beauharnois.. .. ..61 (6*j*)

Return *re* dismissal of Chas. Arthur Bowman, Engineering Branch, Dept. Railways and Canals.. .. ..61(6*k*)

Return *re* dismissal of Elnathan D. Smith, Fishery Overseer, Shag Harbour, N.S.. .. ..61 (6*l*)

Return *re* dismissal of Donald McAulay, Lightkeeper, Baddeck Bay, Cape Breton.. .. ..61(6*m*)

Return *re* dismissal of John Fredericks, Lightkeeper, East Jordan, Shelburne Co., N.S.. .. ..61 (6*n*)

Return *re* dismissal of John Fredericks, Wharfinger, East Jordan, Shelburne Co., N.S... .. ..61 (6*o*)

Return *re* dismissal of John C. Morrison, Harbour Master, Shelburne, N.S.. .. ..61 (6*p*)

Return *re* dismissal of Captain Roderick McDonald, Tide Waiter at Big Bras D'Or, N.S.. .. ..61 (6*q*)

Return *re* dismissal of Jas. Maloney, Customs Officer, Dingwall, N.S....61 (6*r*)

Return *re* dismissal of Hugh D. McEachern, Customs Officer, East Bay, Cape Breton, N. S.. .. ..61 (6*s*)

Return *re* dismissal of Thos. H. Hall, Sub-collector of Customs, Sheet Harbour, N.S.. .. ..61 (6*t*)

D

Return *re* dismissal of J. A. McNeil, Customs Officer, Grand Narrows, N.S.. .. ..61 (6*u*)
Return *re* dismissal of Geo. Burchell, Customs Officer, Sydney Mines, N.S.61 (6*v*)
Return *re* dismissal of W. H. Saver, Collector of Customs, Cardinal, Ont.61 (6*x*)
Return *re* dismissal of Capt. Geo. Livingstone, Customs Officer, Big Bras D'Or, Cape Breton, N.S.. ..61 (6*x*)
Return *re* dismissal of H. Lacasse, Postmaster, Wendover, Prescott Co., Ont.. .. ..61 (6*y*)
Return *re* dismissal of Harry A. Drigg, Postmaster, Grassy Lake, Alta. . 61 (6*z*)
Return *re* dismissal of A. H. Stratton, Postmaster, Peterborough, Ont....61 (7*a*)
Return *re* dismissal of Henry Burrell, Postmaster, Yarmouth, N.S.. .. ..61(7*b*)
Return *re* dismissal of all Postmasters, Co. of Gloucester, N.B.. .. ..61 (7*c*)
Return *re* dismissal of Dr. Chas. A. Webster, Port Physician, Yarmouth, N. S.. .. ..61 (7*d*)
Return *re* dismissal of Jos. Lord, Lightkeeper at Pointe à la Mule, Co. of St. Jean and Iberville, Que.. .. ..61 (7*e*)
Return *re* dismissal of Henry Friolet, Wharfinger, Caraquet, N.B., and Richd. Southwood, Wharfinger, Bathurst, N.B.. .. ..61 (7*f*)
Return *re* dismissal of Jos. L. Robichaud, Lighthouse Keeper, Miscou, Co. of Gloucester, N.B.. .. ..61 (7*g*)
Return *re* dismissal of Capt. Pope, Lightkeeper, Scatarie, N.S.. .. .. ..61 (7*h*)
Return *re* dismissal of Capt. W. W. Lewis, Shipping Master, Louisburg, N. S.. .. ..61 (7*i*)
Return *re* dismissal of Postmasters Co. of Bonaventure since Oct. 11, 1911, Those appointed to replace them..61 (7*j*)
Return *re* dismissal of Geo. Hines, Lightkeeper, South Ingonish, N.S.61 (7*k*)
Return *re* dismissal of Lightkeepers in Co. of Two Mountains, by present Govt., &c.. .. ..61 (7*l*)
Return *re* dismissal of Archibald McDonald, Preventive Officer at Mull River, Co. of Inverness, N.S.. .. ..61 (7*m*)
Return *re* dismissal of Donald Chisholm, Preventive Officer, Tracadie, Co. of Antigonish, N.S.. .. ..61 (7*n*)

D

Return *re* dismissal of Edwd. C. Humphreys, of Inland Rev. Dept., of Trenton, N.S., and appointment of successor.. .. ..61 (7*o*)
Return *re* dismissal of H. J. Fixott, Port Physician, Arichat, Co. of Richmond, N.S.. .. ..61 (7*p*)
Return *re* dismissal of D. Morin, Postmaster of St. Pie de Bagot, Co. of Bagot, Quebec.. .. ..61 (7*q*)
Return *re* dismissal of Ernest Paquin, Postmaster of St. Cécile de Levrard, Nicolet Co., Quebec.. .. ..61 (7*r*)
Return *re* dismissal of John R. McDonald, Indian Agent at Heatherton, Co. of Antigonish, N.S.. .. ..61 (7*s*)
Return *re* dismissal of Joseph Day, Customs Officer at Little Bras D'Or, Cape Breton, N.S.. .. ..61 (7*t*)
Return *re* dismissal of Duncan McLeod, Appraiser of Customs at Sherbrooke, Quebec.. .. ..61(7*u*)
Return *re* dismissal of Edouard D. Chiasson, Sub-collector of Customs at Lamèque, Gloucester Co., N.B..61 (7*v*)
Return *re* dismissal of Geo. F. Briggs, Customs Officer, McAdam Junction, N.B.. .. ..61 (7*w*)
Return *re* dismissal of Wm. A. Duan, Lightkeeper at Green Island, N.S.61(7*x*)
Return *re* dismissal of Thos. Cameron, Preventive Officer at Andover, N.B.61 (7*y*)
Return *re* dismissal of Jos. McDonald, Customs Officer at Sydney, C.B., N.S.. .. ..61 (7*z*)
Return *re* dismissal of Angus McGillivray, Customs Officer, Glace Bay, South Cape Breton, N.S.. .. .. ..61 (8*a*)
Return *re* dismissal of Roderick Bain, Boatman, New Campbellton, Victoria Co., N.S.. .. ..61 (8*b*)
Return *re* dismissal of W. A. Scott, Lockmaster at Cardinal, Ont.. ..61 (8*c*)
Return *re* dismissal of Bert Johnson, Lockman at Nicholson, Ont.. .. ..61 (8*d*)
Return *re* dismissal of John Merrifield, Lockmaster, Burritts Rapids, Ont.. .. ..61 (8*e*)
Return *re* dismissal of Neil Cummings, Lockmaster, Cardinal, Ont.61 (8*f*)
Return *re* dismissal of François Chagnon, Lockkeeper at St. Jean, Co. of St. Jean and Iberville.. .. ..61(8*g*)

D

Return *re* dismissal of Neil McNeil, Bridgetender I. C. Ry., Grand Narrows, N. S.. .. ..61 (8*h*)

Return *re* dismissal of Archd. McKenzie, Sectionman, I. C. Ry., Grand Narrows, N.S.. .. ..61 (8*i*)

Return *re* dismissal of John Fraser, Bridgetender I. C. Ry., Grand Narrows, N.S.. .. ..61 (8*j*)

Return *re* dismissal of Demetrius Crozier, Lockman, Merrickville, Ont... .. ..61 (8*k*)

Return *re* dismissal of Patk. Cussuk, Lockman, Merrickville, Ont... .. .. ..61 (8*l*)

Return *re* dismissal of Jos. H. Webster, Lockman, Nicholson, Ont.. .. ..61 (8*m*)

Return *re* dismissal of Cyrus O'Neil, Lockman, Nicholson, Ont.... .. ..61 (8*n*)

Return *re* dismissal of Michael Laughtin, Bridgeman, Burritts Rapids, Ont.. .. ..61 (8*o*)

Return *re* dismissal of John McKay, Bridgeman, Becketts, Ont.. .. .. ..61 (8*p*)

Return *re* dismissal of Edwd. Proctor, Lockman, Burritts Rapids, Ontario.. .. ..61 (8*q*)

Return *re* dismissal of Wm. Morrison, Lockman, Burritts Rapids, Ont...61 (8*r*)

Return *re* dismissal of Adam Henderson, Bridgemaster, Cardinal, Ont...61 (8*s*)

Return *re* dismissal of Jas. Feehan, Fishery Guardian at Tracadie Har. and Savage Harbour, P.E.I.. .. ..61 (8*t*)

Return *re* dismissal of John C. McNeil, Lightkeeper, Grand Narrows, N.S.. .. ..61 (8*u*)

Return *re* dismissal of A. A. Chisholm, Fishery Overseer at Margaree Forks, Inverness Co., N.S.. .. ..61 (8*v*)

Return *re* dismissal of Chas. E. Aucoin, Collector of Customs at Chéticamp, N.S.. .. ..61 (8*w*)

Return *re* dismissal of Chas. L. Gass, Postmaster at Bayfield, Antigonish Co., N.S.. .. ..61 (8*x*)

Return *re* dismissal of Cyprien Martin, of Customs Dept., St. Basile, Madawaska Co., N.B.. .. ..61 (8*y*)

Return *re* dismissal of Angus A. Boyd, Postmaster, Boyd's P.O., Antigonish Co., N.S.. .. ..61 (8*z*)

Return *re* dismissal of John B. Macdonald, Postmaster at Glasburn, Antigonish Co., N.S.. .. .. 61 (9*a*)

D

Return *re* dismissal of Alex. G. Chisholm, Postmaster at Ohio, N.S.. ..61 (9*b*)

Return *re* dismissal of John J. McLean, Postmaster, Cross Roads, N.S.. ..61 (9*c*)

Return *re* dismissal of Dugald McDonald, Postmaster, Doctor's Brook, N.S.. .. ..61 (9*d*)

Return *re* dismissal of Dan. A. McInnes, Postmaster, Georgeville, N.S.61 (9*e*)

Return *re* dismissal of E. A. Asker, Harbour Master, Campbellton, N.B....61 (9*f*)

Return *re* dismissal of Wm. Shultz, Caretaker of the Armouries, Kentville, N.S.. .. ..61 (9*g*)

Return *re* dismissal of Dr. Freeman O'Neil, of the Marine Hospital, Louisburg, N.S.. .. ..61 (9*h*)

Return *re* dismissal of Leon N. Poirier, Wharfinger at Descouse, N.S.61 (9*i*)

Return *re* dismissal of Norman L. Trefry, Shipping Master, Trefry, N.S.. .. ..61 (9*j*)

Return *re* dismissal of Jas. Amereault, Lightkeeper, New Edinburgh, N.S.. .. ..61 (9*k*)

Return *re* dismissal of H. B. Manley, Dominion Lands Office, Saskatoon, Sask.. .. ..61 (9*l*)

Return *re* dismissal of John Spicer, Senior Assistant, Moosejaw Land Agency.. .. ..61 (9*m*)

Return *re* dismissal of Robt. Pragnall, Agent Dominion Land Office, Swift Current.. .. ..61 (9*n*)

Return *re* dismissal of G. M. Ullyott, Dominion Land Office, Saskatoon..61 (9*o*)

Return *re* dismissals in Riding of Saskatoon, to date, &c.. .. ..61 (9*p*)

Return *re* dismissal of J. N. Poirier, Collector of Excise, Victoriaville, Arthabaska, Que.. .. ..61 (9*q*)

Return *re* dismissal of John G. Morrison, Fishery Inspector, Englishtown, N.S.. .. ..61 (9*r*)

Return *re* dismissal of Edwd. Landry, Lightkeeper, Petit de Grat, N.S..61 (9*s*)

Return *re* dismissal of Evariste Talbot, General Freight Office, I. C. Ry....61 (9*t*)

Return *re* dismissal of Philip H. Ryan, I. C. Ry., Mulgrave, N.S.. .. .. ..61 (9*u*)

Return *re* dismissal of Postmasters and other P. O. employees in Dominion, from July 1, 1896, to Oct. 1911, and from 1911 to date. Also number of post offices in operation in each Province to July 1, 1896..61 (9*v*)

D

Return *re* dismissal of Dr. Clarence T. Campbell, P. O. Inspector, London, Ont.. .. ..61 (9*w*)

Return *re* number of Postmasters dismissed in Missisquoi, since Oct., 1911.. .. ..61 (9*x*)

Return regarding changes in Post Offices, or Postmasterships, in Bonaventure Co., between Dec. 5, 1912, to date.. .. ..61 (9*y*)

Return *re* dismissal of S. A. Johnson, Postmaster at Petite Rivière, N.S.61 (9*z*)

Return *re* dismissal of Murdock McKenzie, Postmaster, Millville, Boulardarie, N.S.. .. ..61 (10*a*)

Return *re* dismissal of Jas. Stewart, Postmaster, Middleton, N.S.. .. ..61 (10*b*)

Return *re* dismissal of Lauchlin McNeil, Postmaster, New France, N.S.. .. ..61 (10*c*)

Return *re* dismissal of Frank Danlop, Postmaster Groves Point, N.S.. ..61 (10*d*)

Return *re* dismissal of A. W. Salsman, Postmaster, Middle Country Harbour, N.S.. .. ..61 (10*e*)

Return *re* dismissal of Richd. Conroy, Postmaster, Cross Roads, N.S....61 (10*f*)

Return *re* dismissal of Abner Carr, Postmaster, St. Francis Harbour, N.S.. .. ..61 (10*g*)

Return *re* dismissal of Parker Sangster, Postmaster, Upper New Harbour, N.S.. .. ..61 (10*h*)

Return *re* dismissal of Alex. Marion, Postmaster, Rockland, Ont.. .. ..61 (10*i*)

Return Relating to charges of offensive partisanship against Postmasters in Co. of Russell.. .. ..61 (10*j*)

Return *re* dismissal of Mathew Boutilier, Postmaster at Mushaboom, N.S.. .. ..61 (10*k*)

Return *re* Names of Postmasters dismissed in Co. of Joliette from 1896, to Sept. 1911, &c.. .. ..61 (10*l*)

Return *re* dismissal of T. Doane Crowell, Postmaster at Shag Harbour, N.S.. .. ..61 (10*m*)

Return *re* dismissal of Postmasters in Co. of Vaudreuil, dates of appointment, &c.. .. ..61 (10*n*)

Return *re* dismissal of Mrs. Spinney, Postmistress, at Upper Port La Tour, N.S.. .. ..61 (10*o*)

D

Return *re* Number of Postmasters dismissed in Rimouski Co., since Sept. 21, 1911, &c.. .. ..61 (10*p*)

Return *re* Number of public officials dismissed in Co. of Wright to Dec. 19, 1912, &c.. .. ..61 (10*q*)

Return *re* dismissal of John R. McLennan, Janitor Public Buildings, at Inverness Town, N. S.. .. .. ..61 (10*r*)

Return *re* dismissal of Jas. Arbuckle, Caretaker Public Buildings, Pictou, N.S.. .. ..61 (10*s*)

Return *re* dismissal of Mary Dunlop, Telegraph Operator at Groves Point, N.S.. .. ..61 (10*t*)

Return *re* dismissal of foremen on public works in Co. of Gloucester, N.B., from Sept. 21, 1911, to date..61 (10*u*)

Return *re* dismissal of Capt. Lyons of Dredge *Northumberland*, and appointment of successor.. .. .. ..61 (10*v*)

Return *re* dismissal of Jas. McCartin, Concrete Inspector on the 'Plaza,' City of Ottawa.. .. ..61 (10*w*)

Return *re* dismissal of Robt. C. Morrison, Postmaster at St. Peters, N.S.. .. ..61 (10*x*)

Return *re* dismissal of Richd. Dugas, Storm Signal Attendant at Alder Point, N.S.. .. ..61 (10*y*)

Return *re* Names of all officials of Dept. of Marine and Fisheries, Co. of Pictou, N.S., who have been dismissed.. .. ..61 (10*z*)

Return *re* dismissal of Wm. L. Munro, Lightkeeper at Whitehead, N.S..61 (11*a*)

Return *re* dismissal of Alex. R. McAdam, Fishery Officer for Antigonish Co., N.S.. .. ..61 (11*b*)

Return *re* dismissal of Stephen C. Richard, Lightkeeper at Charlos Cove, N.S.. .. ..61 (11*c*)

Return *re* Names, &c., of all persons in each Dept., inside and outside service, from Oct. 10, 1911, &c., dismissed from office.. .. ..61 (11*d*)

Return Relating to Public Officers dismissed in District of Lotbiniere, by present Govt.. .. ..61 (11*e*)

Return *re* dismissal of Miss Gertie Lewis, Postmistress at Main à Dieu, Cape Breton South, N.S....61 (11*f*)

D

Return *re* dismissal of John Taylor late Postmaster at Carnduff, Sask., &c.. .. ..61 (11*g*)

Return *re* dismissal of Frederick Mitchell, Postmaster at Dominion, N.S.. .. ..61 (11*h*)

Return *re* dismissal of Thos. J. Sears, Postmaster at Lochaber, N.S.. ..61 (11*i*)

Return *re* dismissal of Postmaster at Alsask, Saskatchewan.. .. ..61 (11*j*)

Return *re* dismissal or appointment of Fishery Guardians, &c., Co. of Guysborough, N.S.. .. ..61 (11*k*)

Return *re* dismissal of John R. Morrison, Postmaster at Oban, Richmond Co., N.S.. .. ..61 (11*l*)

Return *re* dismissal of A.G. McDonald, Postmaster at North East Margaree, N.S.. .. ..61 (11*m*)

Return *re* Number of dismissals from Constituency of Qu'Appelle, by present Govt. to Dec. 5, 1912.. .. ..61 (11*n*)

Return *re* dismissal of David Reid, Fishery Officer, Port Hilford, N.S.61 (11*o*)

Return *re* dismissal of Robert Musgrave,, Postmaster at North Sydney, N.S.. .. ..61 (11*p*)

Return *re* dismissal of A. D. Archibald, Postmaster, Glenelg, N.S..61 (11*q*)

Return *re* dismissal of Leon N. Poirier, Postmaster, Descouse, N.S..61 (11*r*)

Return *re* dismissal of Norman McAskill, Postmaster, Framboise, N.S.61 (11*s*)

Return *re* dismissal of A. T. Doucet, Postmaster and Collector of Customs, Salmon River, N.S.. .. ..61 (11*t*)

Return *re* dismissal of Mrs. Annie Gallivan, Postmistress, Whitney Pier, N.S.. .. ..61 (11*u*)

Return re dismissal of W. J. Paquet, Postmaster at Souris, P. E. I...61 (11*v*)

Return *re* dismissal of Postmaster at St. Anaclet, Rimouski Co., Que..61 (11*w*)

Return *re* dismissal of George Gunn, Postmaster at French Village, P. E. Island.. .. ..61(11*x*)

Return *re* number of dismissals from public offices riding of Mackenzie, Sask.. .. ..61 (11*y*)

Return *re* W. J. Code, Commissioner in *re* all charges investigated by, also Report of same.. 61

D

Return *re* dismissal of D F. McLean, Fishery Overseer, Port Hood, N.S.61 (12*a*)

Return *re* dismissal of J. Scott Nelson, Postmaster at Louisdale, N.S.. ..61 (12*b*)

Return *re* dismissal of Jos. McMullen, from Post Office, Bridgeport, N.S.61 (12*c*)

Return *re* dismissal of Fredk. A. Martell, Postmaster at L'Ardoise, N.S.61 (12*d*)

Return *re* dismissal of John A. Macdonald, Postmaster at McArras Brook, N.S.. .. ..61 (12*e*)

Return *re* Correspondence, &c., *re* dismissal of all officials from each Dept. inside and outside service, since Oct. last past.. .. ..61 (12*f*)

Return *re* dismissal of Edwd. Doucet, Sub-collector of Customs, Digby, N.S.. .. .. 61 (12*g*)

Return *re* dismissal of Mr. Le Blanc, Sub-collector of Customs, Church Point, N.S.. .. ..61 (12*h*)

Return *re* dismissal of John C. Bourinot, Chief Customs Officer, Port Hawkesbury, N.S.. .. ..61 (12*i*)

Return *re* dismissal of Alex. E. Morrison, Point Tupper, N.S., from service of I. C. Ry.. .. ..61 (12*j*)

Return *re* Documents, &c., received from Canadian Brotherhood of Railway Employees by Departments of Labour and Railways and Canals relating to dismissals of employees, &c.. .. ..61 (12*k*)

Return *re* dismissal of Jas. Falconer, of Newcastle, N.B., Correspondent of *The Labour Gazette*.. .. ..61 (12*l*)

Return *re* dismissal of John B. Chisholm, Lightkeeper, Port Hastings, N.S.. .. ..61 (12*m*)

Return *re* dismissal of Epiphane Nadeau, Immigration Agent at St. Leonard, N.B.. .. ..61 (12*n*)

Return *re* dismissal of D. J. Morrison, Boatman, Customs Service, Big Bras D'Or, N.S.. .. ..61 (12*o*)

Return *re* dismissal of Rod. McLeod, Boatman, Customs Service, Big Bras D'Or, N.S.. .. ..61(12*p*)

Return *re* dismissal of D. McLachlin, Postmaster, Marble Mountain, N.S.61 (12*q*)

Return *re* dismissal of Abram Le-Blanc, Postmaster, West Arichat, N.S.. .. ..61 (12*r*)

Return *re* dismissal of Charles R. Lafford, Grand Cove, Richmond Co., N.S.. .. ..61 (12*s*)

D

Return *re* dismissal of W. S. Lawrence, Postmaster, Margrave Harbour, N.S.. .. ..61 (12*t*)

Return *re* dismissal of John K. McDonald, Postmaster at Whycocomagh, N.S.. .. ..61 (12*u*)

Return *re* dismissal of Capt. P. J. Wilcox, Customs Officer at Louisburg, N.S.. .. ..61 (12*v*)

Return *re* dismissal of M. J. McKennon, Customs Officer, Glace Bay, N.S.. .. ..61 (12*w*)

Return *re* dismissal of Capt. John Arsenault, Telegraph Line repairer, Alder Point, N.S... .. ..61 (12*x*)

Return *re* dissmissal of Mrs. John Arsenault, Telegraph Operator, Alder Point, N.S.. .. ..61 (12*y*)

Return *re* dismissal of A. J. Wilkinson, Mulgrave, N.S.. .. ..61 (12*z*)

Return *re* Charges made against Mr. H. A. Bayfield, Superintendent of Dredging, British Columbia..... ..61 (13*a*)

Return *re* dismissal of H. G. McKay, Lightkeeper at Bird Island, N.S.61 (13*b*)

Return *re* dismissal of Michael O'Brien Lightkeeper at Bear Island, N.S...61 (13*c*)

Return *re* dismissal of J. H. Leduc, Medical Port Officer at Three Rivers, Quebec.. .. ..61 (13*d*)

Return *re* dismissal of Patk. Shea, Postmaster, Tompkinsville, N.S...61 (13*e*)

Return *re* dismissal of Elias Rawding, Postmaster, Clementsport, N.S...61 (13*f*)

Return *re* dismissal of Chas. McLean, Postmaster, Strathlorne, N.S.....61 (13*g*)

Return *re* dismissal of Angus R. McDonald, Postmaster at Broad Cove Chapel, N.S.. .. ..61 (13*h*)

Return *re* dismissal of John M. Phail, Postmaster at Scotsville, N.S... ..61 (13*i*)

Return *re* Conduct of J. Morgan, late Postmaster, Village of Ailsa Craig, Ontario.. .. ..61 (13*j*)

Return *re* dismissal of Roderick McLean, Postmaster at Kenlock, N.S.61 (13*k*)

Return *re* dismissal of Allan Gillis, Postmaster at Gillisdale, South West Margaree, N.S.. .. ..61 (13*l*)

Return *re* dismissal of David Shaw, Postmaster at Marsh Brook, North East Margaree, N.S.. .. ..61 (13*m*)

D

Return *re* dismissal of Helen Joubert, Postmistress at Sayabec, Que....61 (13*n*)

Return *re* dismissal of D. A. Redmond, Postmaster at Brinston, Ont.. ..61 (13*o*)

Return *re* dismissal of Dan McEachern Postmaster at McEachern's Mills, N.S.. .. ..61 (13*p*)

Return *re* dismissal of Daniel Dunlop, Postmaster at New Campbellton, N.S.. .. ..61 (13*q*)

Return *re* dismissal of Arthur Armstrong, Postmaster, Greenfield, Carleton Co., N.B.. .. ..61 (13*r*)

Return *re* dismissal of Alex. Matheson, Postmaster, Boulardarie Centre, N.S.. .. ..61 (13*s*)

Return *re* dismissal of Arthur Talbot, Postmaster, Robertsville, Quebec..61 (13*t*)

Return *re* dismissal of N. O. Lyster, Postmaster at Lloydminster, Sask.61 (13*u*)

Return *re* dismissal of Mrs. Maggie Cameron, Postmistress, Achosnach, N.S.. .. ..61 (13*v*)

Return *re* dismissal of David Fraser, Postmaster at North East Margaree, N.S.. .. ..61 (13*w*)

Return *re* dismissal of W. Stayley Porter, Postmaster, Port Maitland, N. S.. .. ..61 (13*x*)

Return *re* dismissal of Alex. McQueen, Postmaster, Kowstoke, N.S.. .. ..61 (13*y*)

Return *re* County of Berthier, number of employees dismissed in, &c., since Sept. 21, 1911.. .. ..61 (13*z*)

Return *re* dismissal of Jesse L. Morton, Postmaster at Lower Argyle, N.S.. .. ..61 (14*a*)

Return *re* dismissal of Mrs. M. C. Gaudet, Postmistress at West Pubnico, N.S.. .. ..61 (14*b*)

Return *re* dismissal of John P. MacKinnon, Section Foreman on I. C. Ry., at Shubenacadie, N.S.. .. ..61 (14*c*)

Return *re* dismissal of Mary A. Bohan, Postmistress, Bath, Carleton Co., N.B.. .. ..61 (14*d*)

Return *re* dismissal of Edwd. Lafferty, Postmaster at Benton, Carleton Co., N.B.. .. ..61 (14*e*)

Return *re* dismissal of Denis McGaffigan, Postmaster at Florenceville, Carleton Co., N.B.. .. ..61 (14*f*)

D

Return *re* Documents *re* changes made or asked for in Dept. Marine and Fisheries, Bonaventure Co., Dec. 5, 1912, to date.. .. ..61 (14*g*)

Return *re* dismissal of J. A. McKenzie, Postmaster at Ashfield, Inverness Co., N.S.. .. ..61 (14*h*)

Return *re* dismissal of Jas. Bowles, Postmaster at Alder River, N.S..61 (14*i*)

Return *re* dismissal of Mr. Edmund Lacroix, Postmaster, Parish of St. Joseph du Lac, Co. Two Mountains, Quebec.. .. ..61 (14*j*)

Return *re* Lighthouse Keeper, Parish of Repentigny, Co. of L'Assomption, Quebec.. .. ..61 (14*k*)

Return *re* dismissal of B. C. Kanock, late Shipping Master at Lunenburg, N.S.. .. ..61 (14*l*)

Return *re* dismissal of Ulric Thibaudeau, Agent for Pilots at Quebec..61 (14*m*)

Return *re* Names of all officials of Marine and Fisheries Dept. in Pictou Co., N.S., dismissed, and appt. of successors.. .. ..61 (14*n*)

Return *re* dismissal of Capt. Freeman Myers, Postmaster at Cole Harbour, N.S.. .. ..61 (14*o*)

Return *re* Public Officers removed by present Govt. in Dist. of St. James, Montreal, Quebec.. .. ..61 (14*p*)

Return *re* All employees of Govt. in Edmonton dismissed between Oct. 10, 1911, and Nov. 21, 1912, salary paid, &c.. .. ..61 (14*q*)

Return *re* All officials in Dist. of Sunbury and Queens, dismissed since Sept. 1911; also *re* appointment of successors.. .. ..61 (14*r*)

Return *re* dismissal of Levi Munroe, Harbour Master, White Head, N.S.61 (14*s*)

Return *re* dismissal of Stanford Langley, Postmaster at Isaacs Harbour North, N.S.. .. ..61 (14*t*)

Return *re* dismissal of Hugh R. McAdam, Postmaster at Arisaig, N.S., appointment of successor.. .. ..61 (14*u*)

Return *re* dismissal of J. J. McNeil, at Grants Lake, N.S., &c.. .. ..61 (14*v*)

Return *re* dismissal of Alex. McInnis, Car Inspector I. C. Ry. at Mulgrave, N. S., &c.. .. ..61 (14*w*

D

Return *re* dismissal of Archd. McDonald, Bridge Tender on I. C. Ry., at Grand Narrows, Iona, N.S..61 (14*x*)

Return *re* Names of all Officials dismissed in Shelburne and Queens, N.S., from Dec. 1896.. .. ..61 (14*y*)

Dea, Edmund, Investigation into conduct of as Overseer of Lobster Hatchery at Port Daniel, Que.. .. .. 95*e*

Demarcation of meridian, 141st Degree of West Longitude, Return *re*.. 91

Destructive Insect and Pest Act.. 49

Des Prairies River, dredging of, work performed, men employed, &c.. .. .. 135*b*

Digby, N.S., Documents *re* purchase of land for wharf at.. .. .. 203*d*

Dominion Lands, disposition of between April 8, 1905, and 1911.. .. .. 52*c*

Dominion Lands Act, Chap. 20, Statutes of Canada, Sec. 77 of.. 52

Dominion Lands Survey Act, Chap. 21, 7-8 Edwd. VII., O. C. *re*.. .. .. 52*a*

Dominion Lands within 40 mile Railway Belt Prov. of B.C., Orders in Council *re*.. .. .. 52*b*

Dominion Police Force, Report of Commissioner, *re* number of men employed on.. 79

Dominion Rifle Range in Co. of Carleton, date of purchase, and from whom. 123

Donaldson, Arthur, *re* Homestead entry on N. ½ S. W. ¼ Sec. 8, Tp. 49, R. 26, W. of 2nd Meridian, Sask.. .. .. .. 147*a*

Donaldson, Arthur, Correspondence *re* patent for land in Tp. 49, Range 26, West of 2nd Meridian.. 147

Dredging Contracts, how many let by Dept. Public Works, during 1911-1912. 135

Dredging made in Harbour of Bathurst, N.B., by Dredge *Restigouche*.. .. .. 135*a*

Dredging of Des Prairies River, Works performed, men employed, &c.. .. .. 135*b*

Dredging at Ste. Anne de Restigouche and Cross Point, Bonaventure Co., Quebec.. .. .. 135*a*

Dredging, Amt. of done by Govt. in P. E. I., season of 1912, &c.. .. .. 135*d*

Duchemin, Commissioner, *re* salary of, personal expenses, expenses for witnesses' fees, *re* investigations in Antigonish Co., N.S.. 175

Duchemin, Commissioner, Date of appointment of, gross amt. paid to, amt. for travelling expenses, witness fees, &c.. .. .. 175*a*

E

Earl Grey, D.G. Str., strike of firemen, and others employed on, 1912-1913.... 114

Earl Grey, D.G. Str., Investigation into causes of stranding of at Toney River, N.S.. .. .. 95*d*

East half of section 27 in Township 6, Range 2, West of third Meridian.. .. 126

Eastern Provinces, Return *re* cause for depopulation of country places, and high cost of living.. 129

Eastern Canada Power Co., *re* application to raise head of river near Coteau, Cedars, &c.. 180

Edmonton, Constituency of, appointments by Dom. Govt. in, from Oct. 10, 1911, to date.. .. .. 72*i*

Electric Lighting of Govt. Buildings, &c., at Ottawa, *re* name of Company holding contract for, &c.. 206

Election, Twelfth General, Report of the 18

Elections, By, for House of Commons for year 1912.. .. .. 18*a*

Employees in different Depts. at Ottawa, and nine Provinces and Territories, who have left employment since Oct. 1911 to Jan. 10, 1913.. 119

Employees in different Depts. at Ottawa, and nine Provinces and Territories, who have left employment since Oct. 1911 to Jan. 10, 1913 (Supplementary) .119*a*

Engineer, District, in Bonaventure Co., Quebec, Report of.. 176

Express statistics 20*e*

Experimental Farms, Report of Director of.. 16

Experimental Farm at Ste. Anne, appointment of Mr. J. Begin as Manager f.. .. .. 72*e*

External Affairs.. .. .. 29*a*

Estimates:—

Estimates of sums required for Dominion for year ending March 31, 1913.. 3

Estimates, Supplementary, for year ending March 31, 1913.. 4

Estimates, Supplementary for year ending March 31, 1914.. 5

F

False Cove Flats, Vancouver, B.C., Lease of.. 115

F

Farm Labourers in Ontario, Complaints against Agents for placing in, during year 1910-1911.. 47

Farmers Bank, *re* correspondence relating to action by Govt. regarding relief of shareholders, depositors, &c.. 153

Farmers Bank, Report of Sir Wm. Meredith, Commissioner, into all matters connected with, &c.. .. .. 153*a*

Fenian Invasion, *re* Petition of Firmin Thibault, for indemnity.. 122

Female Labour, Documents *re* Revised Statutes of Sask., Chap. 17, regarding same.. 167

Fernie, B.C., *re* awarding of contract for construction of a drill hall, at.. 197

Fernie, B.C., Documents, &c., *re* awarding contract for, also copies of all tenders.. .. .. 197*a*

Fish Warden, Baker Lake, Madawaska Co., N.B., claims of present.. 141

Field Battery No. 10, Claims compensation by owners of horses attached to, in summer of 1912, &c.. 202

Florence Mining Co., Copy of Report of Minister of Justice in *re*.. 142

Franking Privileges, used by Provinces of Dominion, for Statistics.. 217

Forest Reserves and Parks Act, Sec. 19, Chap. 10, 1-2 Geo. V., Orders in Council *re*.. .. .. 56*a*

Forest Reserves, North side of Saskatchewan opposite city of Prince Albert, *re* the setting apart of.. 192

Freight Tariffs, different, in force on Ry. lines from Metapedia, N.B., Copy of.. 105

Freight Tariffs, different, in force on

Freight Tariffs, different, in force on Ry. lines from Sunnybrae, N.S., &c.. .. .. 105*a*

G

Grand Trunk Pacific Ry.:—

Documents relating to Labour conditions on, between Tête Jaune Cache, and Fort George.. 166

Geological Survey Branch, Dept. of Mines, Report of.. 26

Geographic Board, Report of for year ending June 30, 1912.

Giffin, Chas. G., Isaac's Harbour, N.S., cancellation of contract with, *re* Lobster Hatchery.. 156

G

Governor General's Warrants (Statement of).. 43
Grand Etang, Documents in Dept. Public Works, *re* harbour improvements at. 203*f*
Grand Etang, Documents in Dept. Public Works *re* harbour improvements at 203*f*
Quebec, St. John, N.B., and Halifax, during twelve months preceding 31st of Dec. 1912, showing domestic and foreign.. 151
Grosse Isle, Quarantine Station, appointment of additional physician at. 72
Grosse Isle, Quarantine Station, appointment of Physician at.. .. .. .. 72*f*
Guardian Life Insurance Co. *re* transfer of, from Dept. at Ottawa to Ins. Dept. Toronto.. 188
Gunshed or Store House for equipment of 18th Field Battery of Artillery, Antigonish, N.S.. 196

H

Harkaway Post Office, regarding closing of, and change of mail service.. .. ....158*f*
Hatfield, Chas. W., Fishery Officer on Tuskett River, N.S., appointment of.. 72*b*
Homestead Inspectors Rathwell and Erratt, *re* work done by in Moosejaw Land district.. 218
Homestead Inspectors Brandt, Balfour, Ouelette and Sipes, on work, in Regina Land district.. .. .. 218*a*
Homestead Inspectors Brandt, Balfour, Ouelette and Sipes, expenses of in months of June and July, 1912.. .. 218*b*
Homestead Inspector Miller, of Moosejaw Land district, expenses of in month of July, 1912, &c.. .. .. 218*c*
Homestead Inspectors Shields and McLaren, work performed by in Swift Current Dist.. .. .. 218*d*
Homestead Inspectors Shields, McLaren, Erratt and Rathwell, expenses in June and July, 1912.. .. .. 218*e*
Hudson Bay Co.'s Survey, patent relating to Lot No. 217 in Parish of St. John, Winnipeg.. 201
Hudson Bay Ry., Land withdrawn from settlement along line of, &c.. 232
Hudson Bay Ry., Purchase of land at Le Pas for terminals of.. 233

I

Indian Lands:—
Sale of alleged Indian lands at Nyanza, N.S., &c.. 165
Re lands sold by Coté's Band of Indians, also letters, &c., addressed to Supt. Genl. of Indian Affairs.. .. .. 165*a*
Insurance, Report of Supt. of, for year ended 1912.. 8
Intercolonial Railway:—
Correspondence *re* supply of castings, and purchase of scrap iron.. 83
Names of employees on dining cars of, and nature of employment.. .. 83*a*
Relating to a strike of temporary employees on, at Halifax, N.S.. .. .. 83*b*
Respecting an inquiry concerning an accident on, at St. André, Que.. .. 83*c*
Inquiry and copy of evidence taken by Superintendent of, in reference to A. Laugnay.. .. .. 83*d*
Relating to construction of a branch line of into Guysborough Co., N.S.. 83*e*
Relating to transportation of hay over for farmers of Antigonish Co., N.S. 83*f*
Relating to supply of ice for use of at Mulgrave, N.S.. .. .. 83*g*
Relating to Documents on file in Dept. of Railways regarding public wharf at Sackville, N.B.. .. .. 83*h*
Relating to Tender for supply of castings for, during present year.. .. 83*i*
Showing how many kegs of nails were purchased for in 1912.. .. .. 83*j*
Showing amounts received for freight and passengers for 12 months, years 1910, 1911, 1912.. .. .. 83*k*
Re Water supply system at Dorchester Station, N.B.. .. .. 83*l*
Re Case of M. L. Tracy of Mechanical Dept. of I. C. Ry., &c.. .. .. 83*m*
Re Statement of amounts collected by I.C.Ry. for freight on Hay from Amhert consigned to Whidden & Son.. 83*n*
Re proposed reduction of working hours for employees on I. C. Ry. at Moncton, or other points on.. .. 83*o*
Re correspondence made by Sydney, N.S., Board of Trade, *re* better and increased facilities, on Sydney division.. .. .. 83*p*
Re claim for damages for death of son of Thos. Hoare, killed at crossing of I. C. Ry., Stellarton, N.S.. .. .. .. 83*q*

I

Re collision at St. Mat[illegible] 1913, between trains of E. Sm[illegible] lar No. 99.. .. .. 83r

Return *re* names, occupations, &c., of all employees of I. C. Ry., dismissed in Co. of Rimouski, since September 21, 1911. (See also dismissals 83s

Copy of Report of Privy Council of May 5, 1913, *re* appointment of F. P. Gutelius.. .. .. 83t

Documents in Dept. of Postmaster General, *re* mail facilities between Moncton, N.B., westward toward St. John, and between Moncton and Springhill Junction, N.S., and other points.. .. .. 83u

Return *re* contract for construction of any cars for I. C. Ry., since Jan. 1, 1913, &c.. .. .. 83v

All amounts collected by, for freight on Hay from Amherst, &c., to Antigonish, in Jan., Feb. and March, last.. .. .. 83w

Immigrants coming into Canada year ending March 31, 1913, inspected by Govt. Medical Inspectors, &c.. .. .. 160a

Interprovincial Bridge, proposed, between Hawkesbury, Ont., and Grenville, Que.. 220

Icebergs and land, Report on the influence of on the temperature of the sea.. .. .. 21c

Icoton, Wm., of Purcell's Cove, claim of for return of a boat by Dept. of Marine.. 144

Immigration, Report of Inspector of Agents *re* placing of Immigrants, also Report *re* placing of in Ontario and Quebec during years 1910 and 1911.... 46

Immigration Office at Boston, U.S., *re* closing of in 1911, &c.. 84

Immigrants, number of who settled in Canada in 1911-1912, and from where.. 160

Imperial Defence, representations of the Committee on.. 85

Imports and Exports of Canada with Great Britain, U. S., Australia and New Zealand, during year ending March 31, 1912, in Agricultural products, &c.. 152

Increase in prices charged Canadian Fishermen for Manilla Cord, &c.. .. 185

I

Indian Affairs, Report of Department of.. 27

Indians of Micmac Reserve of Ste. Anne, Amount paid for Medical attendance, &c.. 164

Indians of B.C., Claims put forth on behalf of, &c., Report of Jas. McKenna on.. 159

Indians of B.C., Correspondence, Orders in Council *re* claims of, between Govt. of B.C. and Dom. Govt., &c.. .. .. 159a

Indian Reserves of B.C., Commission appointed to investigate.. 88

Industrial Disputes.. .. .. 35a

Influence of Icebergs and Land, on the temperature of the sea, &c.. .. .. .. 21c

Inland Revenue:—

(Part I) Excise.. 12

(Part II) Weights and Measures, &c. 13

(Part III) Adulteration of Foods, &c. 14

Insurance Companies, Abstract of Statements of for year ended 1912.. 9

[illegible]ates between Canadian Atlantic Ports, and Ports in United Kingdom.. 89

Interior, Report of Department of.. .. 25

Internal Economy, Report of Commissioners of for preceding year, &c.. .. 58

Investigation at Port Daniel West, Que., into conduct of Edmund Dea, &c.. .. 95

International Waterways, Report of Commission on, &c.. .. .. 19a

Isle Verte, Co. of Temiscouata, *re* placing of a light on Wharf at.. 193

J

Japan, Treaty of Commerce and Navigation between United Kingdom and.. 190

Japan, Memo. of Consul General for, respecting regulation of emigration from Japan to Canada.. .. .. 190a

Justice, Report of Department of.. 34

K

Keewatin Territory, School System established in portion of annexed to Manitoba.. 168

Kelly, F. W., M.D., appointment of by Govt. as Port Physician at Bridgewater, N.S.. .. .. 72h

Kitsilano Indian Reserve, Documents dated since January 1, 1912,. relating to.. .. .. 159d

K

Kraut Point, Lunenburg Co., N.S., *re* papers regarding construction of wharf at.. .. .. 179*a*

L

Land, area of thrown open for pre-emption &c., in Provs. of Alberta and Sask. since Oct. of 1908, &c.. 172
Land, one mile in width along line of Hudson Bay Ry., withdrawn from settlement, &c.. 232
Laurentides, construction of Public Building at, &c.. .. .. 207*a*
Labour, Report of Department of.. .. 36
Labour Gazette, The, names, professions, residences, &c., of correspondents of.. 199
Lake Timiskaming, construction of a dam at foot of, for storage purposes.. 120
Lake Timiskaming Dam, construction of in 1908 and 1909.. .. .. 120*a*
Lauzier, Arsene, of Amqui, Que., Inquiry made as to accident to horse of.. ..
Laugnay, evidence taken at inquiry in reference to.. .. .. 83*d*
Lebœuf, Aurile, cancellation of lease No. 18778, by Minister of Rys.. 80
Librarians, Joint, Report of, for 1912.. 33
Lighthouse Keepers, List of removed by present Govt. in Co. of Two Mountains.. .. ..61 (7*l*)
Liquor, Return *re* Section 88, Chap. 62, R. S., respecting amount of brought into N. W. Territories of Canada, &c. 112
Lévis, Dry Dock at, also Port of Quebec, Papers, &c., *re* construction of at.. .. 204*b*
Lévis, Dry Dock of, Report of Mr. Chas. Smith against Sampson et al.. .. .. 204*a*
Lena, Jean Baptiste, and his wife, *re* work done at public buildings at Valleyfield, Que.. 136
Lieut. Governors of different Provinces of Canada, instructions sent with Commissions.. 143
List of Shipping, issued by Dept. of Marine and Fisheries for year 1912.. .. 21*b*
Little Manitou Lake, Sask., Memo. *re* certain area transferred to town of Waterous, &c.. 219
Lobster Hatchery, establishment of at Spry Bay, Halifax Co., N.S.. 66
Lot No. 217 of the Hudson Bay Co's. Survey in Parish of St. John, Winnipeg.. 201

M

Militia and Defence:—
Report of Militia Council year ending March 31, 1912.. 35
Copies of Gen. Orders promulgated to Militia between Nov. 2 and Nov. 5, 1911.. 68
Purchase of, and subsequent repairs to a private car by Dept. of.. 163
Militia or regular forces, date of first call to aid of Civil authorities, called since, &c.. 127
Marine and Fisheries, Report of Dept., (Marine).. 21
Marine and Fisheries, Report of Dept., (Fisheries).. 22
Mastin, Miss, *re* presentation of certain chinaware to Govt. by, &c.. 198
Mayflower, Steamer, investigation *re* wreck of in November, 1912, &c.. .. 95*b*
Medicine Hat, Alta., *re* correspondence respecting transfer of 'Police Point Reserve,' to.. 145
Medical Attendance, &c., on Canadian boat fishermen.. 64
Melanson, Joe., clerk at Bathurst, N.B., alleged defalcation in accounts of.. 103
Memo. of Consul General of Japan *re* regulation of emigration from Japan to Canada.. .. .. 190*a*
Memorial presented to Govt. by Delegation from Govt. of P. E. Island, *re* subsidy.. 124
Mennier, Chas., ex-collector of Customs at Marieville, Que., *re* a claim of.. .. 157
Mexico, Return *re* correspondence between Dept. Trade and Commerce, *re* closing of office of Trade Commissioner in, &c.. 111
Militia, Return showing when regular force first called out in Canada, &c.. 127
Mines Branch, Department of Mines, (Report).. .. .. 26*a*
Miscellaneous Unforeseen Expenses.. .. 39
Molasses imported into Canada from British West Indies for year ending March 31, 1912, under Trade agreement with, &c.. 74
Monk, Hon. Mr., letter of resignation, &c.. 75
Moore, W. F., Lieut.-Col., 20th Regt. Halton Rifles, *re* resignation of.. .. 113

M

Moral Instruction in Canadian Public Schools, Report by Mr. J. A. M. Atkins.. 96
Mulgrave, N.S., and Cheticamp, N.S., Steam Service between, in years 1910-1911, 1911-1912 and 1912-1913.. .. .. .. 222a
Murray, Sir Geo., Report of on Organization of Public Service of Canada.. 57a
Macdonald, John, appt. of as Inspector Inland Revenue, Maritime Provinces. 72g
Marine Hospital at Pictou, N.S., correspondence *re* disposition of to any corporation or persons, &c.. 155
Mails and Mail Contracts:—
Mail Contracts cancelled in Bonaventure Co., since Oct. 1, 1911.. .. 62
Rural Mail Delivery routes established since Oct. 1, 1912.. .. .. 62a
Mail contract, cancellation of between Postmaster General and Mr. Beeman.. .. .. 62b
Mail Contract for carrying between Sorel and Ste. Victoire, Co. of Richelieu.. .. .. 62c
Mail Contract for carrying between Heatherton and Guysborough, N.S., for 1912.. .. .. 62d
Rural Mail between Salt Springs and West River Station.. .. .. 62e
Rural Mail between Merigonish Station and Arisaig, Pictou Co., N.S.. 62f
Contract for carrying mails between Linwood Station and Linwood P.O. 62g
Correspondence *re* Railway Mail Service in Bonaventure Co., from Oct. 1911 to date.. .. .. 62h
Contracts for carrying mails between St. Andrew and Beauley, Co. of Antigonish, N.S.. .. .. 62i
Changes made in contract for carrying mails in Berthier Co., since Sept. 21, 1911. &c.. .. .. 62j
Mail Contract *re* letting of between Guysborough and Charlos Cove, N.S.. .. .. 62k
Names of various Ry. Mail Clerks in Montreal and Quebec divisions, ... 62l
Contract between P. O. Dept. and Ont. Equipment Co., *re* purchase of locks for mail bags.. .. .. 62m
Re correspondence, &c., between Postmaster General and Dr. Faucher, respecting patent lock for mail bags. 62n

M

Correspondence between Postmaster General and Mr. Aimé Dion, Que., *re* patent lock for mail bags.. .. .. 62o
Documents in possession of P. O. Dept. *re* carrying of mails between Linwood and Grosvenor, Guysborough Co., N.S.. .. .. 62p
Names of Mail Carriers in Co. of Vaudreuil and Soulanges, amount of each contract, &c.. .. .. 62q
Number of Post Offices in Co. of Yarmouth, N.S., not served with daily mail, &c.. .. .. 62r
Contracts *re* purchase of Rural Mail delivery boxes, made by P. O. Dept. since 1908, until Jan. 1, 1912.. .. .. 62s
Names of Post Offices and Postmasters in Counties of Soulanges and Vaudreuil.. .. .. 62t
Mail Routes, Rural, established in Pictou Co., N.S., since Oct. 1911.. .. .. 62u
Re purchase of new locks for mail bags by P. O. Dept., from Ont. Equipment Co., &c.. .. .. 62v
Re Contract for carrying mails between Post Office and C. P. R. Station at Three Rivers, Que. since Oct. 1911.. .. .. 62w
Re cancelled contract of M. E. Bougie for carrying mails between P. O., and Ry. Station, Bromptonville, Quebec.. .. .. 62x

Mc

McKelvey, Jas., of town of Sarnia, application of for Fenian Raid Bounty. 128
McKenzie, General, Documents, &c., *re* resignation of.. .. .. 75b

N

Nadeau, Louis, appointment of as Postmaster at St. Christine, Co. of Bagot. 72e
National Gallery of Canada, Return *re* acquisition of Paintings, &c., names of Artists, &c., since 1891.. 121
Navy, Royal Canadian:—
Award of Compensation to men belonging to 48
Naval Service, Report *re*.. 38
Copies of plans in Tenders of Messrs. Cammel, Laird & Co., *re* construction of ships for Canadian Navy.. 48a
Tenders for ships of War of Canada. 60

N

Navel Cadets, amendment to the regulations for entry of, Copy of O. C. *re*.. .. .. 48*b*

Northeast ¼ 14-75-15-5, Documents *re* during years 1911, 1912, 1913 to date.. .. 187*e*

Northumberland Strait, Reports in connection with Tides and Currents of.. 86

North ½ of S. West ¼ Sec. 8, in Tp. 49, Range 26 West of 2nd Meridian, Memo. *re* patent for.. 147

North Bay to Sturgeon Falls, Ont., *re* construction of a highway road from. 178

Northwest of 30-25-7-2, Documents relating thereto.. .. .. 178*b*

Northwest quarter section, 29-10-18, W. *re* documents connected with sale of. 187*d*

Nyanza, Cape Breton Co., N.S., sale of alleged Indian lands at.. 165

O

Ocean Mails Passenger and Freight Steamship Service between Canada and Great Britain, and Great Britain and Canada, Articles of agreement for said service, with contract for, &c.. 194

Official Statistics of Canada, Report of Departmental Commission.. .. .. ..77 & 90

Oil Paintings, Subjects of, which have become the property of the National Gallery of Canada.. 121

Ontario, Prov. of, respecting extension of boundaries of.. 101

Ontario and Quebec, area of Territories added to by Statutes of 1912.. 184

Ordinances of the Yukon Territory, (year 1912).. 51

Ordinances of the Yukon Territory, (year 1913).. 225

Orders in Council *re* seizure of horses from John Gobel, for smuggling same across to United States.. 212

Ottawa Improvement Commission, (Report of).. 42

Ottawa River, Amount of money expended on improving channel of, between Hull and village of Masson. 137

Ottawa, Properties purchased in, by Govt. North of Wellington and West of Bank Sts.. 177

P

Patent Number 112823, Petitions, plans, &c., in Patent Branch.. 214

Patent for N. ½ of S. W. ¼ of Sec. 8, Township 49, Range 26, W. of 2nd Meridian to Arthur Donaldson.. 147

Paintings, Oils and Water Colours acquired by Govt. since 1891, for National Gallery.. 121

Petite Rivière Breakwater, N.S., Documents, pay rolls, accounts, &c., connected with.. 203

Peace Conference, International, *re* consideration of first century of peace between United States and British Empire.. 229

Port Daniel West, Que., Investigation into conduct of Edwd. Dea, Guardian of Lobster Hatchery there.. .. .. .. 95*a*

Prince Edward Island, Govt. of, Memorial *re* a delegation from, asking increase of Prov. Subsidy.. 124

Privy Council, Report of *re* contract for Ocean Mail, Passenger, Freight Service, between Canada and Great Britain, &c.. 194

Prosecutions, &c., against Saml. Stewart, Melvin Hart and others for infraction of Fisheries Act, also charge against Rod. Martin, &c.. .. .. 141*b*

Properties purchased by Govt. north of Wellington St., and west of Bank St., in City of Ottawa, to Jan. 31, 1913, &c. 177

Peace River District, Amount of Seed Grain supplied to settlers in, during years 1912-1913, &c.. 200

Pilotage Commission of Quebec, Report of.. 186

Pilotage and its administration in Districts of Montreal and Quebec, also letter from Commissioner Ajutor Lachance, &c.. .. .. 191*c*

Police Point Reserve, transfer of property known as, to City of Medicine Hat.. 145

Portsmouth Penitentiary, *re* names of keepers dismissed, and upon whose recommendation they were reinstated, &c.. 174

Portsmouth Penitentiary, names of Discipline Officers, dates of appointments, &c.. .. .. 174*a*

Pomket River, Antigonish Co., N.S., *re* closing of Post Office at.. 158

Pomminville, Dr., appointment of as Surgeon of St. Vincent de Paul Penitentiary.. .. .. 72*e*

P

Post Offices opened in Bonaventure Co., since Oct. 11, 1911, names of postmasters, &c.. 63
Postmaster General, (Report).. 24
Preferential Tariff, between Govt. of Canada, and Commonwealth of Australia.. 94
Proposals to supply medicine to Canadian boat fishermen.. 64
Public Accounts.. 2
Public Works, Report of Department of. 19
Public Service Commission, Report of.. 57
Public Works Dept., Order for goods given by, since Oct. 1, 1911, at Montreal, Halifax, St. John, N.B.. 133
Public Printing and Stationery.. 32
Public Offices, buildings occupied by the Govt. as, under rent, &c.. 208
Public Service of Canada, Organization of, Report *re* by Sir Geo. Murray.... 57*a*
Pure Food Act, *re* date of enactment of. 70
Public Buildings at Three Rivers, Que., since Oct. 11, 1911, to date, &c.... .. 207
Public Buildings, construction of in town of Laurentides, Co. of Assomption, Quebec.. .. .. 207*a*
Public Buildings, construction of in town of Stellarton, N.S., 1912, Documents respecting, &c.. .. .. 207*c*
Public Buildings, work and repairs on in North Sydney, N.S., 192, Documents respecting, &c.. .. .. 207*b*

Q

Quebec Light, Heat and Power Co., Ltd., Correspondence, &c., *re* issuing letters patent to, &c.. 110
Quebec Oriental Railway, Acquisition of by the Govt. of Canada.. .. .. .. 67*d*
Quebec Railway Light, Heat and Power Co., Ltd., letters patent to.. 110
Quebec and Saguenay Ry., Proposed guarantee of Bonds.. 116
Quebec and Saguenay Ry., Report of Govt. Engineer who inspected the.. 67*e*
Quebec and St. Joseph de Lévis, *re* most suitable site for construction of Dry Dock at, &c.. 204
Quebec and Oriental Ry., and Atlantic, Quebec and Western Ry., documents *re* freight, passenger, &c.. .. .. 116*c*

Q

Quebec and Oriental Ry., and Atlantic Quebec and Western Ry., documents *re* their incorporation into Canadian Govt. Ry. System, &c.. .. .. 116*a*
Quebec Harbour, Correspondence between Postmaster General and Isidore Belleau, *re* improvements.. .. .. .. 203*i*

R

Reciprocity with United States, Correspondence, papers, &c., *re* between Jan. 1, 1890, and Dec. 31, 1891.. 71
Red Point Wharf, Lot 48, P. E. I., *re* repairs, contracts, &c., on same.. .. .. 203*c*
Regina, City of, *re* contribution for alleviating distress of sufferers in.. .. 189
Report of Mr. J. A. M. Aikins on moral instruction in the Canadian Public Schools.. .. .. 9*c*
Restigouche River, Smelt and Salmon fishing, Instructions regarding.. 131
Restigouche, Fishermen's Association, Petition of, to Minister, asking removal of Mr. M. Mowatt, &c.. 205
Restigouche, Dredge, cubic yards removed by, in Harbour of Bathurst, N.B., during 7 months, 1911, &c.. .. .. .. 135*a*
Rifle Range, Carleton Co., Ont., *re* purchase of site for, &c.. 123
Railways:—
Railway Commissioners, Report of.. 20*c*
Railway, Transcontinental, Report of Commissioners of.. 37
Railway, Transcontinental, Copy of original instructions furnished engineers on Eastern Division of.. .. 106
Railways and Canals, Report of Dept. of.. 20
Railway Statistics.. .. .. 20*b*
Railway, Government of Canada, Return *re* Board of Management of.. 81
Railway Line from Estmere to Baddeck, *re* building of.. 82
Railway: *See* Intercolonial Ry., &c.
Railway, Intercolonial, Reports formerly made to Board of Management of.. .. .. 81*a*
Railway, Intercolonial, Relating to purchase of scrap and supply of castings for.. 83
Railway, Intercolonial, Names of employees on dining cars, and nature of employment.. .. .. 83*a*

R

Railway, Intercolonial, Returns *re* Vale Line, correspondence asking road to be taken by, &c.. 109

Railway, Intercolonial, *re* a strike of temporary employees at Halifax, N.S.. .. .. 83*b*

Railway, Central Ry. of Canada, *re* Report made by to Railway Dept... 211

Railway, Copy of letter by Chief Engineer Lumsden of Trans. Commission to Chairman Wade.. .. .. 106*a*

Rocky Mountain Park Act, Orders in Council relating to (Chap. 60. Rev. Statutes).. 56

Royal Society of Canada, Report of Affairs of.. 50

Royal Northwest Mounted Police, Report of the.. 28

Rowlings, Geo. and James, Documents *re* prosecution of in 1910, for violation of Fishery Regulations.. .. .. 141*a*

Rowlings, G. A. R., J. S. Wells and S. R. Griffin, Letters to Dept. Public Works, *re* Public Works in Guysborough Co., N.S.. .. .. 203*h*

Rural Mail Delivery Routes established in Canada, since Jan. 1, 1912.. .. .. .. 62*a*

Rural Mail Service, establishment of between Saltsprings, and West River Station. (*See* Mails, &c.).. .. .. 62*e*

Rural Mail Service between Merigonish Station, Pictou Co., N.S., and Arisaig. (*See* Mails, &c.).. .. .. 62*f*

S

Salmon River Indian Reserve, N.S., *re* Indian School in, also appointment of teacher in since June 1, 1912.. .. .. 159*l*

Salmon Hatchery, purchase of a site for at Shidlope Lake, from J. B. Nicholson.. 98

Salmon, Sockeyes, of B.C., prohibition of export of from that Province.. .. 92

Sauvé, L. A., Claim of to certain buildings at La Pointe des Cascades, &c.. 107

School Lands, Provinces of Alberta and Saskatchewan, *re* Sale of since Oct. 12, 1911.. 213

School Lands, Provinces of Manitoba, Saskatchewan and Alberta, Showing lots sold in during year 1912, price, &c. 213*a*

S

School Lands, Province of Saskatchewan, sold in 1912, Correspondence, papers, &c., relating to in hands of Government.. .. .. 213*b*

Scrip, Half Breed, &c., papers *re* issuing of warrant No. 2155, certificate No. 672 to Albert St. Denis.. 231

Scoles, C. R., New Carlisle, Que., Claim of for balance of subsidy voted, &c.. 102

Seaforth, Halifax Co., N.S., Correspondence *re* tenders, contracts, &c., *re* construction breakwater at.. .. .. .. 203*a*

Secretary of State, Report of.. 29

Sevigny, Mr., increase of salary of, as employee of Immigration Office, Montreal.. 132

Shareholders in Banks, List of.. 6

Ships of War of Canada, Tenders for, &c.. 60

Skinners Cove, Pictou Co., N.S., Expenditures at.. 100

Soulanges and Vaudreuil, Names of Post Offices and Postmasters in Counties of. 62*t*

South Port Wharf, Lot 48, P. E. I., *re* repairs, contracts for same, &c.. .. .. 203*c*

Southwest, 36-16-27, W. 2, Documents in Department of Interior relating to, &c.. 187

Southwest ¼ of 4-9-14 West of 2nd Meridian.. .. .. 187*a*

Southwest ¼ 28-20-21, W. 2nd Meridian, N. W. H. B., also W. ½ of S. E. ¼, 32-20-21, W. 2. M., N. W. H. B., &c.. .. 187*g*

Southwest ¼ 2-19-20, W. 2nd Meridian Homestead, Pat. June 3, 1892, Papers connected with claim of G. W. Brown. 187*f*

South West Cove, Lunenburg Co., N.S., Obstructions placed in waters of.. .. 99

Spry Bay, Halifax Co., N.S., *re* establishment of Lobster Hatchery at.. .. 66

Spry Bay, Halifax Co., N.S., *re* closing of, or change of post office at.. .. .. 78*a*

Stahl, J., Assistant Inspector of Immigration on Ry., *re* suspension of by H. Boulay, &c.. 171

Stamp Vending Machines, terms of contract relating to, date, &c.. 224

Statistics of Canada, Official, Report of Departmental Commission on.. 77

Steamboat Inspection, Report of Chairman of Board of for fiscal year 1912. 23

Steamer *City of Sydney*, Investigation tion into collision between, and Tug *Douglas H. Thomas*.. .. .. 95*e*

S

Steam Service, &c., *re* subsidy to, between points in Bonaventure Co., Que. and New Brunswick.. .. .. 67a
Steam Service, &c., *re* subsidy to, between St. John, N.B., and Bear River, N.S.. 67
Steam Service performed by Steamer Canada since Oct. 31, 1911, to date.. 65
Steam Service subsidized between Canadian Ports and British West Indies.. .. .. 67b
Stevenson, Mr. V., Correspondence with concerning Northern expeditions.. .. 161
Steffanson, Mr. V., Order in Council in reference to, &c.. .. .. 161a
Stewart, Sam., Hart Melvin, and others, prosecutions against for infringement of Fisheries Act.. .. .. 141b
Stenographers and Secretaries, Return *re* number, names of, and Members of Commons for whom they work.. .. 150
Stream Measurements for calendar year, 1911, Report of progress of.. .. .. .. 25d
Subsidies paid to Quebec and Oriental Ry. and others since October, 1911.. .. 67c
Subsidies paid each of four original Provinces of Dominion at Confederation, population on which same was based, &c.. 154
St. Peters, N.S., Acquisition or expropriation of land at.. 104
St. Peters Indian Reserve, Man., relating to delay in issuing patents for lands purchased from.. 148
St. Peters Canal Improvements, *re* contract between Dept. and W. H. Weller, regarding.. 108
St. Peters Canal Improvements, *re* contract between Dept. and W. H. Weller, regarding.. .. .. 108a
St. Croix, Co. of Lotbiniere, Que., Construction of a wharf at.. .. .. 203b
St. Joseph de Lévis, *re* suitable site for construction of Dry Dock at, &c.. .. 204
St. Vincent de Paul Penitentiary, documents *re* appointment of Dr. Pominville at.. .. .. 72a
St. Anne de la Pocatière, Experimental Farm at, appointment of Mr. J. Begin as manager at.. .. .. 72e
St. John and Quebec Ry., documents, &c., between Dept. of Rys. and Canals *re* line from St. John, N.B., to Grand Falls.. 181

S

St. Germain de Kamouraska, documents *re* purchase of timber for construction of wharf at, in 1912.. .. .. 203g
St. Denis, Albert, *re* issuing of Half Breed Scrip to, &c.. 231

T

Taché, C. E., Resident Engineer in Bonaventure Co., Que., *re* Reports made by on Public Works there since 1911.. 176
Tariff Duties on imported lumber, dressed on one side, &c., *re* arguments respecting before Exchequer Court of Canada.. .. .. 125b
Tariff Customs of Canada, changes made in by Order in Council since last session of Parliament.. 73
Tariff Customs on Cement, correspondence between Companies, Corporations, &c., to Nov. 11, 1911.. 125
Tariff Customs on Cement, adjustment of Duty on, and all correspondence with Ministers respecting, &c.. .. .. 125a
Taxation per capita for year ending March 31, 1913, and for each of 12 preceding years, Return *re*.. 227
Technical Education and Industrial Training, Report of Royal Commission on, &c.. .. .. 191d
Telegraph Lines under construction during year 1911-12, in different points in Nova Scotia.. 209
Tenders for Ships of War of Canada.. 60
Three Rivers, Que., Correspondence, &c., *re* erection of a Public Building at since Oct. 11, 1911, to date.. 207
Thibault, Firmin, of St. Denis, Co. of Kamouraska, Que., *re* petition for indemnity.. 122
Tides and Currents of Northumberland Strait, Reports in connection with.. 86
Townships 24-25, Range 27, West of first Meridian, suitability of for Forest Reserve, Homesteading purposes, &c.... 192a
Topographical Surveys Branch, Dept. of Interior, Report of, 1911, 1912.. .. .. 25b
Trade, Volume of, import and export of, between Canada and Newfoundland, from Jan. 1, 1896, to Jan. 1, 1913.. .. 195
Trade, Volume of, between Newfoundland and West Indies, included in Trade Arrangement with Canada, for 1909, 1910, 1911 and 1912 (Supplementary).. .. .. 195a

T

Trade Transactions between West Indies and Canada.. 59
Trade Unions, An Act respecting.. .. 54
Trade and Commerce:—
(Part I.—Canadian Trade, Imports and Exports) 10
(Part II.—Canadian Trade)—
France.. .. .. 10a
Germany.. .. .. 10a
United States.. .. .. 10a
United Kingdom.. .. .. 10a
(Part III.—Canadian Trade, except)—
France.. .. .. 10b
Germany.. .. .. 10b
United Kingdom.. .. .. 10b
United States.. .. .. 10b
(Part IV.—Miscellaneous Information)—
(Part V.—Report of the Board of Grain Commissioners for Canada). 10d
(Part VI.—Subsidized Steamship Services).. .. .. 10e
(Part VII.—Trade of Foreign Countries, Treaties and Conventions).... 10f
Telephone Statistics.. .. .. 20d
Telegraph Statistics.. .. .. 20f
Transcontinental Commission, Copy of letter of Engineer Lumsden of, to Chairman Wade of.. .. .. 106a
Transcontinental Railway, Copy of original instructions furnished engineers by Chief Engineer on Eastern Div. of, also Western.. 106
Transcontinental Railway Commissioners, Report of for 1912.. 37
Trawlers, Steam, prohibited from participating in Fishing Bounty, &c....162
Treasury Board Overrulings (Statement of).. 40
Twine for fishing purposes, duty payable on, under item 682 of Customs Tariff. 69

U

Unclaimed Balances, &c., in Chartered Banks of Dominion of Canada.. 7
United Shoe Machinery Co., Report of Commission to investigate complaints against.. .. .. 95c

V

Vale Road Ry., asking that line be taken over by I. C. Ry.. 109
Veterinary Director General.. .. .. .. 15b
Veterinary Director General, correspondence *re* requested visit to Nova Scotia.. 216
Volume of trade, import and export, between Canada and Newfoundland, from Jan. 1, 1896 to Jan. 1, 1913.. 195
Volume of trade between Newfoundland and West Indies, included in trade agreement with Canada, for 1909, 1910, 1911, 1912.. .. .. 195a

W

Warburton, Lt. Col., appointment of as Medical Officer at Charlottetown Camp.. .. .. 72d
Warrants, Governor General's, Statement of.. 43
Weir Licenses, Documents *re*, in waters of Counties of Charlotte and St. John, N.B.. .. .. 2[illegible]
Welland Canal, number of accidents to lock gates or bridges on, during year ending Nov. 25, 1912, &c.. 169
Weller, W. H., contract between Dept. of Railways and, *re* St. Peters Canal. 108
Welsh Coal supply, Contract for to the various public buildings at Montreal. 134
West Indies-Canada Conference.. 55
West Indies, Trade Transactions between Canada, and.. 59
West Indies Trade Statistics, Imports and Exports, relating to, in possession of Govt.. .. .. 59a
West Indies, Documents in Dept. Trade and Commerce *re* Steamship Service between Canada and, since Dec. 1, 1912.. 222
White Bear Indian Reserve, Documents *re* surrender of part of, &c.. .. .. .. 159c
Wholesale Prices in Canada, Report on by R. H. Coats, B. A., Dept. of Labour.. 183

Y

Yukon, (Ordinances of), 1912.. 51
Yukon, (Ordinances of), 1913.. 226

See also Alphabetical List, Page 1.

LIST OF SESSIONAL PAPERS

Arranged in Numerical Order, with their titles at full length; the dates when Ordered and when presented to the Houses of Parliament; the Names of the Senator or Member who moved for each Sessional Paper, and whether it is ordered to be Printed or Not Printed.

CONTENTS OF VOLUME B.

Fifth Census of Canada, 1911 Population, Religions, Origins, Birthplace, Citizenship, Literacy, Infirmities, as enumerated in June, 1911.

Printed for distribution and sessional papers.

CONTENTS OF VOLUME C.

Fifth Census of Canada, 1911—Manufactures for 1910 as enumerated in June, 1911.

Printed for distribution and sessional papers.

CONTENTS OF VOLUME 1.

(This volume is bound in three parts.)

1. Report of the Auditor General for the year ended 31st March, 1912 Volume 1, Parts A to J. Volume II, Parts K to U. Volume III, Parts V to Y. Presented by Hon. Mr. White, 14th January, 1913.

Printed for distribution and sessional papers.

CONTENTS OF VOLUME 2.

2. The Public Accounts of Canada, for the fiscal year ended 31st March, 1912. Presented by Hon. Mr. White, 26th November, 1912.

Printed for distribution and sessional papers.

3. Estimates of sums required for the service of the Dominion for the year ending 31st March, 1914. Presented by Hon. Mr. White, 3rd February, 1913.

Printed for distribution and sessional papers.

4. Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1913. Presented by Hon. Mr. White, 10th March, 1913.

Printed for distribution and sessional papers.

5. Supplementary Estimates of sums required for the service of the Dominion for the year ending on 31st March, 1914. Presented by Hon. Mr. White, 20th May, 1913.

Printed for distribution and sessional papers.

CONTENTS OF VOLUME 3.

6. List of Shareholders in the Chartered Banks of the Dominion of Canada as on December 31, 1911. Presented by Hon. Mr. White, 26th November, 1912.

Printed for distribution and sessional papers.

CONTENTS OF VOLUME 4.

7. Report on dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of the Dominion of Canada, for five years and upwards prior to 31st December, 1911. Presented by Hon. Mr. White, 26th November, 1912.

Printed for distribution and sessional papers

CONTENTS OF VOLUME 5.

(This volume is bound in two parts).

8. Report of the Superintendent of Insurance for year ended 1912. Presented by Hon. Mr. White.. .. ..*Printed for distribution nd sessional papers.*

9. Abstract of Statements of Insurance Companies in Canada for the year ended 1912. Presented by Hon. Mr. White.. .. .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 6.

(This volume is bound in two parts).

10. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1912. (Part I.—Canadian Trade). Presented by Hon. Mr. Foster, 30th January, 1913. *Printed for distribution and sessional papers.*

10*a*. Report of the Department of Trade and Commerce, for the year ended 31st March, 1912. (Part II.—Canadian Trade with (1) France, (2) Germany, (3) United Kingdom, and (4) United States). Presented by Hon. Mr. Foster, 12th December, 1912. *Printed for distribution and sessional papers*

10*b*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1912. (Part III.—Canadian Trade with Foreign Countries, except France, Germany, the United Kingdom and United States). Presented by Hon. Mr. Foster, 15th January, 1913.. .. ..*Printed for distribution and sessional papers.*

10*c*. Report of the Department of Trade and Commerce, for the fiscal year ended 31st March, 1912. (Part IV.—Miscellaneous Information). Presented by Hon. Mr. Reid, 17th February, 1913.. ... .*Printed for distribution and sessional papers.*

10*d*. Report of the Board of Grain Commisioners for Canada. Presented by Hon. Mr. Foster, 3rd February, 1913.. .. ..*Printed for distribution and sessional papers.*

10*e*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March 1912. (Part VI.—Subsidized Steamship Services). Presented, 1913. *Printed for distribution and sessional papers.*

10*f*. Report of Trade and Commerce for fiscal year ended 31st March, 1912. (Part VII.—Trade of Foreign Countries, Treaties and Conventions). Presented, 1913. *Printed for distribution and sessional papers*

CONTENTS OF VOLUME 7.

11. Report of the Department of Customs for the year ended 31st March, 1912. Presented by Hon. Mr. Reid, 28th November, 1912—*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 8.

12. Reports, Returns and Statistics of the Inland Revenues for the Dominion of Canada for the year ended 31st March, 1912. (Part I.—Excise). Presented by Hon. Mr. Nantel, 25th November, 1912.. .. .. ..*Printed for distribution and sessional papers*

13. Report of the Department of Inland Revenue for year ended 31st March, 1912. (Part II.—Inspection of Weights and Measures, Gas and Electricity). Presented by Hon. Mr. Nantel, 25th November, 1912.. .. ..*Printed for distribution and sessional papers.*

14. Report of the Department of Inland Revenue for year ended 31st March, 1912. (Part III.—Adulteration of Food). Presented by Hon. Mr. Nantel, 25th November, 1912. *Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 8—*Continued.*

15. Report of the Minister of Agriculture for the Dominion of Canada, for the year ended 31st March, 1912. Presented by Hon. Mr. Burrell, 26th November, 1912.
Printed for distribution and sessional papers.

15*a*. Report of the Dairy and Cold Storage Commissioner for the fiscal year ending 1912. Presented, 1913.. .. ..*Printed for distribution and sessional papers*

CONTENTS OF VOLUME 9.

15*b*. Report of the Veterinary Director General and Live Stock Commisioner, for the year ending 31st March, 1912. Presented by Hon. Mr. Burrell, 25th March, 1913.
Printed for distribution and sessional papers.

16. Report of the Director and Officers of the Experimental Farms for the year ending 31st March, 1912. Presented by Hon. Mr. Burrell, 14th January, 1913.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 10.

17. Criminal Statistics for the year ended 30th September, 1911, (Appendix of the Report of the Minister of Agriculture, for the year 1911). Presented by Hon. Mr. Borden, 2nd June, 1913... .. ..*Printed for distribution and sessional papers.*

18. Return of the Twelfth General Election for the House of Commons of Canada, held on the 14th and 21st of September, 1911. Presented by Hon. The Speaker, 27th November, 1912.. .. ..*Printed for distribution and sessional papers.*

18*a*. Return of By-Elections (Twelfth Parliament) for the House of Commons of Canada, held during the year 1912. Presented by Hon. The Speaker, 10th March, 1913.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 11.

19. Report of the Minister of Public Works on the works under his control for the fiscal period ended 31st March, 1912. Part I. Presented by Hon. Mr. Rogers, 4th December, 1912. Part II. Ottawa River Storage and Geodetic Levelling.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 12.

(This volume is bound in two parts).

19*a*. Report of the Commission on International Waterways.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 13.

20. Report of the Department of Railways and Canals, for the fiscal period from 1st April, 1911, to 31st March 1912. Presented by Hon. Mr. Cochrane, 13th December, 1912.
Printed for distribution and sessional papers.

20*a*. Canal Statistics for the season of Navigation, 1912. Presented by Hon. Mr. Cochrane, 15th April, 1913.. .. ..*Printed for distribution and sessional papers.*

20*b*. Railway Statistics of the Dominion of Canada for the year ended 30th June, 1912. Presented by Hon. Mr. Cochrane, 16th January, 1913.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 14.

20*c*. Seventh Report of the Board of Railway Commissioners for Canada, for the year ending 31st March, 1912. Presented by Hon. Mr. Cochrane, 25th November, 1913.
Printed for distribution and sessional papers.

20*d*. Telephone Statistics of the Dominion of Canada, for the year ended 30th June, 1912 Presented by Hon. Mr. Cochrane, 17th February, 1913.
Printed for distribution and sessional papers

20*e*. Express Statistics of the Dominion of Canada, for the year ended 30th June, 1912. Presented by Hon. Mr. Cochrane, 12th February, 1913.
Printed for distribution and sessional papers.

20*f*. Telegraph Statistics of the Dominion of Canada, for the year ended 30th June, 1912. Presented by Hon. Mr. Cochrane, 7th February, 1913.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 15.

21. Forty-fifth Annual Report of the Department of Marine and Fisheries, for the fiscal year 1911-1912—Marine. Presented by Hon. Mr. Hazen, 16th December, 1912.
Printed for distribution and sessional papers.

21*a*. Eleventh Report of the Geographic Board of Canada, for the year ending 30th June, 1912. Presented by Hon. Mr. Hazen, 11th April, 1913.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 16.

21*b*. List of Shipping issued by Department of Marine and Fisheries. Vessels in Registry Books of Canada, for year 1912. Presented, 1913.
Printed for distribution and sessional papers.

21*c*. Supplement to Forty-fifth Report of the Department of Marine and Fisheries, for fiscal year 1911-12,—Marine Branch—Influence of Icebergs and Land on the temperature of the Sea. Presented by Hon. Mr. Hazen, 17th February, 1913.
Printed for distribution and sessional papers.

22. Forty-fifth Annual Report of the Department of Marine and Fisheries, 1912,—Fisheries. Presented by Hon. Mr. Hazen, 5th December, 1912.
Printed for distribution and sessional papers

23. Report of the Chairman of the Board of Steamboat Inspection for the fiscal year 1912.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 17.

24. Report of the Postmaster General, for the year ended 31st March, 1912. Presented by Hon. Mr. Pelletier, 3rd December, 1912. *Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 18.

25. Annual Report of the Department of the Interior, for the fiscal year ending 31st March, 1912. Presented by Hon. Mr. Roche, 27th November, 1912.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 19.

25*a*. Report of Chief Astronomer, Department of the Interior, for year ending 31st March, 1911.. .. ..*Printed for distribution and sessional papers.*

25*b*. Annual Report of the Topographical Surveys Branch of the Department of the Interior, 1911-1912. Presented by Hon. Mr. Crothers, 6th June, 1913.
Printed for distribution and sessional papers

CONTENTS OF VOLUME 20.

25*d*. Report of progress of Stream Measurements for calendar year 1911.
Printed for distribution and sessional papers.

26. Summary Report of the Geological Survey Branch of the Department of Mines, for the calendar year 1912. Presented by Hon. Mr. Roche, 29th November, 1912.
Printed for distribution and sessional papers.

26*a*. Summary Report of the Mines Branch, Department of Mines, for the calendar year 1911.. .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 21.

27. Report of the Department of Indian Affairs for the year ended 31st March, 1912. Presented by Hon. Mr. Roche, 29th November, 1912.
Printed for distribution and sessional papers.

28. Report of the Royal Northwest Mounted Police, 1912. Presented by Hon. Mr. Borden, 14th January, 1913... .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 22.

29. Report of the Secretary of State of Canada for the year ended 31st March, 1912. Presented by Hon. Mr. Coderre, 3rd December, 1912.
Printed for distribution and sessional papers.

29*a*. Report of the Secretary of State for External Affairs for the year ended 31st March. 1912. Presented by Hon. Mr. Borden, 25th November, 1912.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 23.

29*b*. Report of the work of the Archives Branch of the Department of the Secretary of State, for the year 1912. Presented by Hon. Mr. Coderre, 2nd June, 1913.
Printed for distribution and sessional papers.

30. The Civil Service List of Canada, 1912. Presented by Hon. Mr. Coderre, 3rd December, 1912.. .. ..*Printed for distribution and sessional papers.*

31. Fourth Annual Report of the Civil Service Commission of Canada for the period from 1st September, 1911, to 31st August, 1912. Presented by Hon. Mr. Coderre, 24th January, 1913.. .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 24.

32. Annual Report of the Department of Public Printing and Stationery, for the fiscal year ended 31st March, 1912. Presented by Hon. Mr. Borden, 24th April, 1913.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 24—*Continued.*

33. Report of the Joint Librarians of Parliament for year 1912. Presented by Hon. The Speaker, 31st November, 1912... .. ..*Not printed*

34. Report of the Minister of Justice as to Penitentiaries of Canada, for the fiscal year ended 31st March, 1912. Presented by Hon. Mr. Doherty, 27th November, 1912.
Printed for distribution and sessional papers.

35. Report of the Militia Council for the fiscal year ending 31st March, 1913. Presented by Hon. Mr. Hughes, 14th January, 1913. ..*Printed for distribution and sessional papers.*

36. Report of the Department of Labour for the fiscal year ending 31st March, 1912. Presented by Hon. Mr. Crothers, 28th November, 1912.
Printed for distribution and sessional papers.

36a. Fifth Report of the Registrar of Boards of Conciliation and Investigation of the proceedings under "The Industrial Disputes Investigation Act, 1907," for the fiscal year ending 31st March, 1912. Presented by Hon. Mr. Crothers, 28th November, 1912.
Printed for distribution and sessional papers

36c. Report of proceedings under the Combines Investigation Act, for the year ended 31st March, 1912... .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 25.

37. Eighth Annual Report of the Commissioners of the Transcontinental railway, for the year ended 31st March, 1912. Presented by Hon. Mr. Cochrane, 12th December, 1912.
Printed for distribution and sessional papers.

38. Report of the Department of the Naval Service, for the fiscal year ending 31st March, 1912. Presented by Hon. Mr. Hazen, 28th November, 1912.
Printed for distribution and sessional papers.

39. "Miscellaneous Unforeseen Expenses," from the 1st April, to the 21st November, 1912, in accordance with the Appropriation Act of 1912. Presented by Hon. Mr. White, 25th November, 1912... .. ..*Not printed*

40. Statement of Treasury Board over-rulings, under Section 44, Consolidated Revenue and Audit Act. Presented by Hon. Mr. White, 26th November, 1912... .. ..*Not printed.*

41. Statement in pursuance of Section 17 of the Civil Service Insurance Act, for the year ending 31st March, 1912. Presented by Hon. Mr. White, 26th November, 1912.
Not printed.

42. Statement of Receipts and Expenditures of the Ottawa Improvement Commission to 31st March, 1912. Presented by Hon. Mr. White, 26th November, 1912.....*Not printed.*

43. Statement of Governor General's Warrants issued since the last Session of Parliament on account of 1912-13. Presented by Hon. Mr. White, 26th November, 1912.
Not printed.

44. Statement of Superannuation and Retiring Allowances in the Civil Service during the year ending 31st December, 1912, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, also whether vacancy is filled by promotion or by appointment, and salary of any new appointee. Presented by Hon. Mr. White, 26th November, 1912.. .. ..*Not printed*

CONTENTS OF VOLUME 25—*Continued.*

45. Return (in so far as the Department of the Interior is concerned) of copies of all Orders in Council, plans, papers and correspondence relating to the Canadian Pacific railway, which are required to be presented to the House of Commons, under a Resolution passed on 20th February, 1882, since the date of the last return, under such Resolution. Presented by Hon. Mr. Roche, 26th November, 1912.. .. .. ..*Not printed.*

45*a*. Return to lands sold by the Canadian Pacific Railway Company during the year which ended on the 1st October, 1912. Presented by Hon. Mr. Roche, 14th January, 1913.. .. ..*Not printed.*

45*b*. Return to an Address to His Royal Highness the Governor General of the 27th January, 1913, for a copy of all applications made by the Canadian Pacific Railway Company for authorization to make new issue of stock, addressed to the Governor in Council, and of all correspondence with regard to the same. Presented 16th April, 1913, by Sir Wilfrid Laurier.. .. ..*Not printed*

46. Return to an Order of the House of the 18th March, 1912, for a copy of all reports made by the Inspector of Agents for placing Immigrants, both domestic servants and farm labourers, in Ontario and Quebec, during the years 1910 and 1911. Presented 27th November, 1912, by Mr. Sutherland.. .. ..*Not printed.*

47. Return to an Order of the House of the 11th March, 1912, for a copy of all letters, telegrams and other papers in connection with complaints of whatever nature against Commission Agents for placing farm labourers in Ontario, also officials connected with any agency in Ontario, during the year 1910 and 1911. Presented 27th November, 1912 by Mr. Sutherland.. .. ..*Not printed*

48. Copy of Order in Council No. P. C. 1275, dated 13th May, 1912, "Award of compensation to men belonging to the Royal Canadian Navy, who may be permanently disabled though injuries or illness contracted during drill, training or on duty." Presented by Hon. Mr. Hazen, 27th November, 1912.. .. ..*Not printed.*

48*a*. Copies of plans included in the tender of Messrs. Cammel, Laird & Company, dated 29th April, 1911, for the construction of ships for the Canadian Naval Service. Presented by Hon. Mr. Hazen, 18th December, 1912.. .. ..*Not printed.*

48*b*. An Act respecting the Naval Service of Canada." (Copy of Order in Council, No. P. C. 126 dated 20th January, 1913, "Amendment to the Regulations for the Entry of Naval Cadets)." Presented by Hon. Mr. Hazen, 4th February, 1913.. ..*Not printed.*

49. Regulations under "The Destructive Insect and Pest Act." Presented by Hon. Mr. Burrell, 28th November, 1912.. .. ..*Not printed.*

50. Statement of the affairs of the Royal Society of Canada, for the year ended 30th April, 1912. Presented by Hon. Mr. White, 29th November, 1912.. .. ..*Not printed.*

51. Ordinances of the Yukon Territory passed by the Yukon Council in the year 1912. Presented by Hon. Mr. Coderre, 3rd December, 1913.. .. ..*Not printed*

52. Return of Orders in Council which have been published in the *Canada Gazette*, between 1st August, 1911, and 30th September, 1912, in accordance with the provisions of Section 77 of the Dominion Lands Act, Chapter 20 of the Statutes of Canada, 1908. Presented by Hon. Mr. Roche, 5th December, 1912.. .. ..*Not printed.*

CONTENTS OF VOLUME 25—*Continued.*

52*a*. Return of Orders in Council passed between the 1st August, 1911, and 30th September, 1912, in accordance with the provisions of Section 5 of the Dominion Land Survey Act, Chapter 21, 7-8 Edward VII. Presented 5th December, 1912, by Hon. Mr. Roche. *Not printed.*

52*b*. Return of Orders in Council which have been passed and published in the *Canada Gazette* and in the British Columbia *Gazette*, between 1st August, 1911, and 30th September, 1912, in accordance with provisions of Subsection (*d*) of Section 38 of the regulations for the survey, administration, disposal and management of Dominion Lands within the 40-mile Railway Belt in the Province of British Columbia. Presented by Hon. Mr. Roche, 5th December, 1912.. .. ..*Not printed*

52*c*. Return to an Order of the House of the 24th February, 1913, for a copy of all regulations issued by the Minister of the Interior, relating to the disposition of Dominion lands between 8th April, 1905, and 12th October, 1911. Presented by Hon. Mr. Roche. 25th March, 1913.. .. ..*Not printed.*

53. A detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return (28th November, 1911) submitted to the Parliament of Canada under Section 32 of Chapter 19, of the Revised Statutes of Canada, 1906. Presented by Hon. Mr. Coderre, 4th December, 1912.. .. ..*Not printed.*

54. Annual Return respecting Trade Unions under Chapter 125, R.S.C., 1906. Presented by Hon. Mr. Coderre, 4th December, 1912.. .. ..*Not printed.*

55. Deliberation of the Canada-West Indies Conference, and Agreement between Canada and certain of the West India Colonies. Presented by Hon. Mr. Foster, 4th December, 1912.. .. ..*Printed for distribution and sessional papers*

56. Orders in Council passed between the 1st August, 1911, and 30th September, 1912, in accordance with the provisions of the Rocky Mountains Park Act, Chapter 60, Revised Statutes of Canada, 1906. Presented by Hon. Mr. Rogers, 4th December, 1912. *Not printed.*

56*a*. Return of Orders in Council passed between the 1st August, 1911, and 30th September, 1912, in accordance with the provisions of the Forest Reserves and Park Act, Section 19, of Chapter 10, 1-2 George V. Presented by Hon. Mr. Roche, 5th December, 1912. *Not printed.*

CONTENTS OF VOLUME 26.

57. Report of the Public Service Commission. Presented by Hon. Mr. Borden, 9th December, 1912. Parts I, II, and III.. .. .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 27.

(This volume is bound in two parts).

57*a*. Report on the organization of the Public Service of Canada, by Sir George Murray. Presented by Hon. Mr. Borden, 18th December, 1912. *Printed for distribution and sessional papers.*

58. Report of the proceedings for the preceding year of the Commissioners of Internal Economy of the House of Commons, pursuant to Rule 9. Presented by Hon. The Speaker, 9th December, 1912.. .. ..*Not printed.*

59. Schedules of Trade Transactions between the West Indies and Canada, the United States and the United Kingdom, compiled from the West Indian blue books and statistics. Presented by Hon. Mr. Foster, 12th December, 1912. *Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 27—*Continued.*

59*a*. Trade Statistics of Imports and Exports in possession of the Government, *re* British West Indies. (*Senate*).. .. ..*Not printed.*

60. Return showing correspondence concerning the calling for tenders for the Ships of War of Canada, together with copies of tenders. Presented by Hon. Mr. Hazen, 12th December, 1912.. .. ..*Not printed.*

61. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, telegrams, reports and documents relating to the dismissal of John R McDonald, Heatherton, Antigonish County, as Indian agent for the district including the Counties of Antigonish and Guysborough, and the appointment of his successor. Presented 1th January, 1913.—*Mr. Chisholm* (*Antigonish*).. .. ..*Not printed.*

61*a*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Dr. C. P. Bissett, Physician to the Indians at Salmon River, Richmond County, N.S. Presented 14th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*b*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Michael Murphy, postmaster at Point Micheau, Richmond County, N.S. Presented 4th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*c*. Return to an Order of the House of the 9th December, 1912, for copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of David A. McLeod, Postmaster at Cleveland, Richmond County, N.S. Presented 14th January.—*Mr. Kyte*.. .. ..*Not printed.*

61*d*. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, letters, complaints, telegrams, reports, and other documents in the possession of the Post Office Department relating to the dismissal of John Milward, Postmaster at Stormont, Guysborough County, N.S. Presented 14th January, 1913.—*Mr. Sinclair.*
Not printed.

61*e*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents, relating to the dismissal of Kenneth F. McAskill, Postmaster at Loch Lomond, Richmond County, N.S. Presented 14th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*f*. Return to an Address to His Royal Highness the Governor General of the 25th March, 1912, for a copy of all letters, telegrams, memorandums and Orders in Council, relating to the dismissal of Mr. W. W. Hayden, late wharfinger of the government wharf at Digby, Nova Scotia. Presented 14th January, 1913.—*Mr. MacLean* (*Halifax*).
Not printed.

61*g*. Return to an Order of the House of the 11th December, 1912, for a copy of all complaints and charges made against W. B. Langley, assistant at Lobster Hatchery, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal and the appointment of a successor. Presented 14th January, 1913.—*Mr Sinclair*.. .. ..*Not printed.*

61*h*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Fred. E. Cox, engineer lobster hatchery at Isaac's Harbour, Guysborough County, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same. Presented 14th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61*i*. Return to an Order of the House of the 11th December, 1912, for a copy of all complaints and charges made against Simon Hodgson, engineer lobster hatchery at Isaac's Harbour, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal and the appointment of a successor. Presented 14th January 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*j*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Henry Henlow, chief engineer at lobster hatchery at Canso, Guysborough County, N.S. Presented 14th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*k*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of H. C. V. LeVatte, harbour master at Louisburg, Cape Breton South, N.S., and of evidence taken and report of investigations held by H. P. Duchemin, in regard to the same. Presented 14th January, 1913.—*Mr. Carroll*.. .. ..*Not printed.*

61*l*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John Cummings, assistant at the lobster hatchery at Isaac's Harbour, Nova Scotia, and of evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 14th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*m*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of W. G. Matthews, coxswain, lifeboat crew at Canso, Guysborough County, N.S., and all evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 14th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*n*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relating to the dismissal of Joseph Shean, harbour master at North Sydney, N.S., in the riding of North Cape Breton and Victoria. Presented 14th January, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61*o*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents, relating to the dismissal of George H. Sampson, keeper of the storm signal at Lower L'Ardoise, Richmond County, N.S. Presented 14th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*p*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Alexis Vigneau, captain of the patrol boat at Arichat, Richmond County, N.S. Presented 14th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*q*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, Orders in Council and all other papers or documents in any way relating to the dismissal of Emeri Thivierge, from the position of fisheries inspector for the Counties of Prescott and Russell. Presented 14th January, 1913.—*Mr. Murphy*.. .. ..*Not printed.*

61*r*. Return to an Order of the House of the 9th December, 1912, for a return showing all the public officers of the Inland Revenue Department in the County of St. Jean Iberville, removed by the present Government since 1st May, 1912, together with the names and duties of such persons, the reasons of their dismissal, the nature of the

CONTENTS OF VOLUME 27—*Continued.*

complaints against them, the names of the persons who brought these complaints; also a copy of all correspondence relating thereto, and of the reports of inquiries in the cases where such have been held. Presented 14th January, 1913.—*Mr. Demers.*

Not printed.

61*s*. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, complaints, petitions, memoranda, notes of evidence, reports of investigations and other documents in the possession of the Department of Inland Revenue regarding the dismissal of J. Fabien Bugeaud, Bonaventure, Quebec, assistant inspector of weights and measures in the Quebec district, and the appointment of his successor or successors, with the names, residence, salaries and duties; also of all documents relating to A. B. Caldwell, New Carlisle, Quebec, joint assistant inspector with J. Fabien Bugeaud, and the duties assigned to him, together with a copy of all recommendations for said new appointment. Presented 14th January, 1913.—*Mr. Marcil (Bonaventure)*.. .. ..*Not printed.*

61*t*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, Orders in Council and all other papers or documents in any way relating to the dismissal of Duncan McArthur, from the Annuities Branch, while the said branch was attached to the Department of Trade and Commerce. Presented 15th January, 1913.—*Mr. Murphy*.. .. ..*Not printed.*

61*u*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports, recommendations and evidence taken under investigation by Dr. Shentliff, relating to the dismissal of Charles O. Jones, postmaster of Bedford, County of Missisquoi. Presented 15th January, 1913.—*Mr. Kay.*

Not printed.

61*v*. Return to an Order of the House of the 1st April, 1912, for a copy of all letters, telegrams, complaints or other papers or documents in the possession of the Government or any department thereof, relating to the dismissal of Archibald Barss, postmaster, New Harbour, West, Guysborough County, N.S. Presented 15th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*w*. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, documents, recommendation and other reports respecting the dismissal of Dr. A. Allaire as surgeon of the penitentiary of St. Vincent de Paul, and also respecting the payments of his gratuities, superannuation or retiring allowance. Presented 15th January, 1913.—*Mr. Wilson (Laval)*.. .. ..*Not printed*

61*x*. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, documents, recommendations and reports respecting the dismissal of Oscar Beauchamp as warden of the penitentiary of St. Vincent de Paul, and also respecting the payments of his gratuities, superannuation or retiring allowance. Presented 15th January, 1913.—*Mr. Wilson (Laval)*.. .. ..*Not printed.*

61*y*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of John McDonald, freight handler and checker Intercolonial railway at Sydney Mines Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 16th January, 1913.—*Mr. Mackenzie*.. .. ..*Not printed.*

61*z*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents and reports relating to the dismissal of Allan Kinney, of Linwood, Antigonish County, Nova Scotia, a sectionman on the Intercolonial rail-

CONTENTS OF VOLUME 27—*Continued.*

way, and for a statement in detail of the expenses in connection with the investigation of the charges against him. Presented 16th January, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

61*aa*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents and reports relating to the dismissal of Charles Landry, of Pomket, Antigonish county, Nova Scotia, a sectionman on the Intercolonial railway, and for a statement in detail of the expenses connected with the investigation of the charges against him. Presented 16th January, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

61*bb*. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, documents, reports, correspondence, &c., relating to the dismissal of Patrick Decoste, an employee on the ferry steamer *Scotia* between Mulgrave and Point Tupper on the Intercolonial railway. Presented 16th January, 1913.. .. ..*Not printed.*

61*cc*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Harry E. McDonald, assistant engineer at St. Peters Canal, Richmond County, N.S Presented 13th January, 1913.—*Mr. Kyte.*

61*dd*. Return to an order of the House of the 9th December, 1912, for a copy of all letters, papers, documents, telegrams, and charges relating to a complaint against Neil Ross, sectionman on the Intercolonial railway at West River, County of Pictou, and of the evidence taken at the investigation, of the report of the commissioner thereon, and of all letters, papers or other documents relating to the appointment of his successor. Presented 16th January, 1913.—*Mr. Macdonald*.. .. ..*Not printed.*

61*ee*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents and reports relating to the dismissal of James Armstrong, of Heatherton, Antigonish County, N.S., a sectionman on the Intercolonial railway, and for a statement in detail of the expenses connected with the investigation of the charges against him. Presented 16th January, 1913.—*Mr. Chisholm (Antigonish)*. *Not printed.*

61*ff*. Return to an Order of the House of the 4th December, 1912, for a copy of all letters, telegrams and other documents, relating to the dismissal of Thomas J. Gray, as car inspector on the Intercolonial railway at Westville, County of Pictou. Presented 16th January, 1913.—*Mr. Macdonald*.. .. ..*Not printed.*

61*gg*. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, telegrams and reports relating to the dismissal of Colin Macdonald, of James River Station, County of Antigonish, as Intercolonial sectionman, and the appointment of his successor. Presented 16th January, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

61*hh*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of A. T. Gannon, car repairer and inspector Intercolonial railway at North Sydney, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 16th January, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61*ii*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents, and reports relating to the dismissal of Huber Myatte, Tracadie, Antigonish County, Nova Scotia, a sectionman on the Intercolonial railway and for a statement in detail of the expenses connected with the investigation of the charges against him. Presented 16th January, 1913.—*Mr. Chisholm* (*Antigonish*).
Not printed.

61*jj*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents, and reports relating to the dismissal of John McDonnell, Afton Station, Antigonish County, Nova Scotia, a sectionman on the Intercolonial railway, and for a statement in detail of the expenses connected with the investigation of the charges against him. Presented 17th January, 1913.—*Mr. Chisholm* (*Antigonish*).. .. ..*Not printed.*

61*kk*. Return to an Order of the House of the 9th December, 1911, for a copy of all letters, correspondence, documents and reports relating to the dismissal of William Landry, of Pomket, Antigonish County, Nova Scotia, a section foreman of the Intercolonial railway, and for a statement in detail of the expenses connected with the investigation of the charges againt him. Presented 17th January, 1913.—*Mr. Chisholm* (*Antigonish*).. .. ..*Not printed.*

61*ll*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, telegrams and other documents relative to the dismissal of D. J. McDougall, section foreman, Intercolonial railway, Grand Narrows, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. McKenzie.*
Not printed.

61*mm*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Dan. A. Coffey, lockman at St. Peter's canal, Richmond County, N.S., and of the evidence taken and of the reports of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Also, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of W. A. McNeil, lockman at St. Peter's canal, Richmond County, N.S., and of the evidence taken and of the report of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 17th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*nn*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John P. Meagher, foreman deckhand on steamship *Scotia*, Mulgrave, Guysborough County, N.S., and of all evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. Sinclair*.. .. .. ..*Not printed.*

61*oo*. Return to an Order of the House of the 4th December, 1912, for a copy of all letters, telegrams, evidence taken, reports, &c., and of all correspondence between the Postmaster General and officers of his department, and James Gibson, ex-postmaster of Alameda, Sask., in connection with the instructions sent him to hand the office over to E. Cronk. Presented 17th January, 1913.—*Mr. Turriff*.. .. ..*Not printed.*

61*pp*. Return to an Order of the House of the 11th December, 1912, for a copy of all papers, documents and correspondence relating to the dismissal of Captain C. E. Miller from the 75th Regiment. Presented 17th January, 1913.—*Mr. Maclean* (*Halifax*).
Not printed.

CONTENTS OF VOLUME 27—*Continued.*

61*qq*. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, letters and telegrams relating to the dismissal of J. N. N. Poirier, collector of excise at Victoriaville, Quebec, and also of the inquiry made by N. Garceau, by the Minister of Inland Revenue, and especially of two affidavits given by Ludger Frechette and Joseph Faucher. Presented 17th January, 1913.—*Mr. Brouillard.* *Not printed.*

61*rr*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Abraham Astephen, of North Sydney, N.S., interpreter Immigration Department at North Sydney, N.S., in the riding of North Cape Breton and Victoria. Presented 17th January, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61*ss*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, Orders in Council, and all other papers or documents in any way relating to the dismissal of Robert Dow from the Immigration Branch of the Department of the Interior at Ottawa. Presented 17th January, 1913. —*Mr. Murphy*.. .. ..*Not printed.*

61*tt*. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, correspondence, &c., relating to the dismissal of John Ware of the Immigration Branch of the Interior Department at Halifax, N.S. Presented 17th January, 1913.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

61*uu*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Richard Hickey, agent Immigration Department at North Sydney, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61*vv*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges correspondence, letters, telegrams, and other documents relative to the dismissal of Dr. J. W. McLean, of North Sydney, N.S., medical examiner, Immigration Department at North Sydney, N.S., in the riding of North Cape Breton and Victoria. Presented 17th January, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61*ww*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John A. McRea, lightkeeper, at Margaree Island, Inverness County, Nova Scotia, of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. Chisholm (Inverness)*.. .. .. ..*Not printed.*

61*xx*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Thomas Brymer, lightkeeper at Lower L'Ardoise, Richmond County, N.S. Presented 17th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*yy*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges correspondence, letters, telegrams and other documents relating to the dismissal of Dominique Boudrot, buoy contractor, at Petit de Grat, Richmond County, N.S. Presented 17th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61*zz.* Return to an Order of the House of the 4th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents concerning the dismissal of Frederick F. Doucet, keeper of the lighthouse at the entrance of the harbour of Caraquet, County of Gloucester, and the nomination of his successor. Presented 17th January, 1913.—*Mr. Turgeon*.. .. ..*Not printed.*

61*aaa.* Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of W. H. Henlow, keeper of storm drum, Liscomb, Guysborough County, N.S. Presented 17th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*bbb.* Return to an Order of the House of the 4th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of David Falconer, lightkeeper at Cariboo Island, County of Pictou. Presented 17th January, 1913.—*Mr. Macdonald*.. .. ..*Not printed.*

61*bbb.* Return to an Order of the House of the 4th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of M. Wilson Lawlor, harbour commissioner at North Sydney, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. McKenzie.*

Not printed.

61*ddd.* Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of P. J. McDonald, harbour commissioner at North Sydney, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 17th January, 1913.—*Mr. McKenzie.*

Not printed.

61*eee.* Return to an Order of the House of the 9th December, 1912, for a return showing: 1. The names of all lightkeepers in the Province of Nova Scotia who were dismissed from office or employment since 10th October, 1911, together with the date of each dismissal. Presented 17th January, 1913.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

61*fff.* Return to an Order of the House of the 4th December, 1912, for a return showing the detail and number of dismissals from public offices in the Department of Marine and Fisheries to this date in the County of Bonaventure, the names of the dismissed occupants, the reasons for their dismissal, the complaints against such officials and a copy of all correspondence with respect to the same, and of all reports of investigations where such were held; as well as a list of the new appointments made by the department, with names, residences, salaries and duties,and a copy of all recommendations of such appointments. Presented 17th January, 1913.—*Mr. Marcil (Bonaventure).*

Not printed.

61*ggg.* Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of H. L. Tory, fishery officer at Guysborough, Guysborough County, N.S., and of all evidence taken, and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of the investigation. Presented 17th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*hhh.* Return to an Order of the House of the 4th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents in the possession of the Department of Marine and Fisheries relating to the dismissal of John W. Davis, fishery officer, Guysborough, N.S. Presented 17th January, 1913.—*Mr. Sinclair.*

Not printed.

CONTENTS OF VOLUME 27—*Continued.*

61*jjj*. Return to an Order of the House of the 4th December, 1912, for a copy of all charges correspondence, letters, telegrams and other documents relating to the dismissal of Martin Bourque, lightkeeper at River Bourgeois, Richmond County, N.S., and of the evidence taken and of the report of the investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 17th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*jjj*. Return to an Order of the House of the 4th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Frederick Poirier, buoy contractor, at Descouse, Richmond County, N.S. Presented 17th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*kkk*. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, letters, telegrams and petitions for and against the dismissal of Dr. George Pinault, as medical health officer of the Mic-Mac Indian reserve, at Ste. Anne de Restigouche, Bonaventure County, Quebec, and of all documents relating to the appointment of a successor, with the name, residence, salary and duties of the new appointee. Presented 20th January, 1913.—*Mr. Marcil*.. .. ..*Not printed.*

61*lll*. Return to an Order of the House of the 1st April, 1912, for a copy of all papers, letters, &c., concerning the dismissal of Frederick Veit, employed by the Department of Marine and Fisheries in the County of Gaspé. Presented 20th January, 1913.—*Mr. Lemieux*.. .. ..*Not printed.*

61*mmm*. Return to an Order of the House of the 1st April, 1912, for a copy of all letters, petitions, complaints, declarations and other documents in the possession of the Department of Marine and Fisheries, relating to the dismissal of Mr. Alfred Lalonde, employed in the warehouse of the Government yards at St. Joseph de Sorel and the appointment of his successor. Presented 20th January, 1913.—*Mr. Cardin*..*Not printed.*

61*nnn*. Return to an Order of the House of the 1st April, 1912, for a copy of all letters telegrams, complaints or other papers or documents in the possession of the Government or any department thereof, relating to the dismissal of James Webber, lightkeeper, Tor Bay Point, N.S. Presented 20th January, 1913.—*Mr. Sinclair.*
Not printed.

61*ooo*. Return to an Order of the House of the 1st April, 1912, for a copy of all documents letters, inquiries, reports, evidence, &c., relating to the dismissal or the resignation of Baptiste Desjardins as lighthouse keeper at Kamouraska. Presented 20th January, 1913.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

61*ppp*. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, letters, telegrams and other documents relating to the dismissal of Angus Smith, pilot on the steamer *Earl Grey*, and also of all the evidence taken at the latest investigation held in regard to the said complaints, and of the report of the investigation with regard to the same. Presented 20th January, 1913—*Mr. Macdonald.*
Not printed.

61*qqq*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Michael J. Sampson, lightkeeper at Lower L'Ardoise, Richmond County, N.S. Presented 20th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*rrr*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of William Hackett, harbour commissioner at North Sydney, Nova Scotia, in the riding

CONTENTS OF VOLUME 27—*Continued.*

of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin in regard to same, and a detailed statement of the expenses of such investigation. Presented 20th January, 1913.—*Mr. McKenzie.*
Not printed.

61*sss*. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence and other documents in the possession of the Department of Marine and Fisheries relating to the dismissal of Hormidas Lacasse, as wharfinger on the government wharf at Wendover, County of Prescott, Ontario, and the appointment of his successor. Presented 20th January, 1913.—*Mr. Proulx*.. .. ..*Not printed.*

61*ttt*. Return to an Order of the House of the 9th December, 1912, for a copy of all documents, papers, evidence and correspondence, relating to the dismissal of Geoffrey Gorman, coxswain of the lifeboat station at Herring Cove, Halifax County, N.S. Presented 20th January, 1913.—*Mr. Maclean (Halifax)*.. .. .. *Not printed.*

61*uuu*. Return to an Order of the House of the 10th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Captain George Wetmore, harbour master at Yarmouth, Yarmouth County, N.S., and the same information regarding the appointment of Captain Wetmore's successor, and of all evidence taken and report of investigation held by Charles Lane in regard to the same, also a detailed statement of expenses of such investigation. Presented 20th January, 1913.—*Mr. Law*.. .. ..*Not printed.*

61*vvv*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Stanley Henlow, lightkeeper at Liscomb, Guysborough County, N.S., and of evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 20th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*www*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of H. C. V. LeVatte, fishery officer at Louisburg, Cape Breton South, N.S., and of the evidence taken and reports of investigations held by H. P. Duchemin, in regard to the same. Presented 20th January, 1913.—*Mr. Carroll*.. .. ..*Not printed.*

61*xxx*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Elias M. Boudrot, keeper of storm signal at Petit de Grat, Richmond County, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 20th January, 1913.—*Mr Kyte*.. .. ..*Not printed.*

61*yyy*. Return to an Order of the House of the 10th December, 1912, for a return of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of A. B. Cox, Superintendent of Reduction Works at Canso, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 20th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*zzz*. Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against Jeffrey Crespo, sub-collector of Customs at Harbour au Bouche, Antigonish County, Nova Scotia, and of all letters, telegrams, correspondence and reports relating in any way to his dismissal and the appointment of a successor. Presented 20th January, 1913.—*Mr. Chisholm (Antigonish)*.
Not printed.

CONTENTS OF VOLUME 27—*Continued.*

61*aaaa*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, papers, charges and correspondence between the Department of Customs and all other persons regarding the dismissal from office of Thomas Cameron, preventive officer at Andover, N.B., and also of all evidence and reports thereon with reference to the dismissal of the said officer. Presented 20th January, 1913.—*Mr. Michaud.*
Not printed.

61*bbbb*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of L. W. Pye, customs officer at Liscomb, Guysborough County, N.S., and of all evidence taken and reports of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 20th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*cccc*. Return to an Order of the House of the 9th December, 1912, for a copy of all complaints, accusations, inquiries, reports, correspondence, and of all documents relating to the dismissal of Lucien O. Thisdale, a customs employee at Valleyfield, Quebec, and the appointment of his successor. Presented 20th January, 1913.—*Mr. Papineau.*
Not printed.

61*dddd*. Return to an Order of the House of the 11th December, 1912, for a copy of all letters, telegrams, correspondence, reports, and other documents relating to the dismissal of Alexander Macdonald of Doctor's Brook, Antigonish County, as sub-collector of customs. Presented 20th January, 1913.—*Mr. Chisholm (Antigonish).*
Not printed.

61*eeee*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Henry Cann, customs official and preventive officer at North Sydney, Nova Scotia, in the riding of North Cape Breton and Victoria. Presented 20th January, 1913.—*Mr. McKenzie*.. .. ..*Not printed*

61*ffff*. Return to an Order of the House of the 10th December, 1912, for a copy of all documents concerning the dismissal of Charles Mennier, customs preventive officer at Marieville, Quebec. Presented 20th January, 1913.—*Mr. Lemieux*.. .. ..*Not printed.*

61*gggg*. Return to an Order of the House of the 5th December, 1912, for a copy of all charges, correspondence, letters, telegrams, instructions, minutes of evidence taken and had on any inquiry investigation had, held or taken, and of all other papers and documents relating to the dismissal of George H. Cochrane, Collector of Customs at the Port of Moncton, New Brunswick; together with a copy of all letters and other correspondence between the Honourable Minister of Customs, and the member representing the County of Westmorland, New Brunswick, in this House, and of all letters, papers, telegrams, recommendations, appointments, or other papers and documents relating to the appointment of a collector of customs to succeed the said George H. Cochrane. Presented 20th January, 1913.—*Mr Emmerson*.. .. ..*Not printed.*

61*hhhh*. Return to an Order of the House of the 22nd January, 1912, for a copy of all correspondence, documents, recommendations and reports respecting the dismissal of C Michaud, postmaster at St. Germain, Kamouraska, and the appointment of his successor. Presented 20th January, 1913.—*Mr. Lapointe (Kamouraska)*.. ..*Not printed.*

61*iiii*. Return to an Order of the House of the 25th March, 1912, for a copy of all letters, telegrams and other documents, and of all complaints or accusations relating in any manner to the dismissal of Mr. Emile Archambault, letter carrier of Montreal, and a copy of the inquiry, and of the report of the inquiry held. Presented 20th January, 1913.—*Mr. Seguin*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61*jjjj*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Norman Morrison, postmaster at Ferguson's Lake, Richmond County, N.S. Presented 21st January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*kkkk*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of D. J. McKillop, postmaster at McKillop, Richmond County, N.S. Presented 21st January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*llll*. Return to an Order of the House of the 22nd January, 1912, for a copy of all correspondence, papers and reports in connection with the investigation recently held at the Ste. Agathe post office, County of Terrebonne. Presented 21st January, 1913.—*Mr. Lemieux*.. .. ..*Not printed.*

61*mmmm*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Bertie Boudrot, lightkeeper at Poulamon, Richmond County, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation, and a copy of all papers relating to the appointment of his successor. Presented 22nd January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*nnnn*. Return to an Order of the House of the 1st April, 1912, for a copy of all letters, telegrams and other documents and of all complaints, accusations and requests for inquiry, relating in any manner to the lighthouse keepers of Repentigny, P.Q., Messrs. Leon Rivest, J. B. Lachapelle and Louis Dubois, since 21st September last; also a copy of the inquiry and the report of the inquiry held in the matter. Presented 22nd January, 1913.—*Mr. Seguin*.. .. ..*Not printed.*

61*oooo*. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, telegrams, letters, &c., relating to the dismissal of L. P. Carignan, forest ranger in the constituency of Champlain, Quebec. Presented 24th January, 1913.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

61*pppp*. Return to an Order of the House of the 5th December, 1912, for a copy of all correspondence, complaints, petitions, memoranda, notes of evidence, letters, reports of investigations and other documents in the possession of the Department of Customs, relating to the dismissal of James S. Harvey, preventive officer, New Richmond, Quebec; W. L. Kempffer, preventive officer at Paspebiac, Quebec; J. Herbert Sweetman, preventive officer at Port Daniel, Quebec; J. B. Le Blanc, preventive officer, at Carleton, Quebec; J. Nadeau, preventive officer, Nouvelle, Quebec, as well as a copy of all recommendations made regarding the appointment of their various successors and the names, salaries, duties and residences, with a copy of their instructions. Presented 24th January, 1913.—*Mr. Marcil*.. .. ..*Not printed.*

61*qqqq*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of William Marsh, preventive officer at Little Pond, Sydney Mines, in the riding of North Cape Breton and Victoria. Presented 24th January, 1913.—*Mr. McKenzie*. *Not printed.*

61*rrrr*. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, letters, telegrams, and petitions, for and against the dismissal of Duncan McDonald, preventive officer of customs at Athelstan, County of Huntingdon; also a copy of the report of investigation and evidence submitted to investigating commissioner. Presented 24th January, 1913.—*Mr. Robb*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61*ssss*. Return to an Address to His Royal Highness the Governor General of the 11th December, 1912, for a copy of all papers, documents, orders in council, telegrams, letters, &c., relating to the dismissal from office of Lemuel Bent, late Collector of Customs at Oxford, N.S. Presented 24th January 1913.—*Mr. Maclean (Halifax).* *Not printed.*

61*tttt*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Pascal Poirier, Collector of Customs at Descouse, Richmond County, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 24th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*uuuu*. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, letters, telegrams, reports and other documents concerning the dismissal of Donald J. Hachey, Collector of Customs at Bathurst, County of Gloucester, and the appointment of his successor. Presented 24th January, 1913.—*Mr. Turgeon.* *Not printed.*

61*vvvv*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, orders in council, and all other papers or documents in any way relating to the dismissal of John Maher, from the service of the Customs Department at Montreal. Presented 24th January, 1913.—*Mr. Murphy*.. .. ..*Not printed.*

61*wwww*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Peter Fougère, preventive and customs officer at Petit de Grat, Richmond county, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 24th January, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61*xxxx*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of James Grantmyre, preventive officer at Little Bras D'or, N.S., in the riding of North Cape Breton and Victoria. Presented 24th January, 1913.—*Mr. McKenzie.* *Not printed.*

61*yyyy*. Return to an Order of the House of the 15th January, 1913, for a return showing all the employees on the Soulanges Canal who have been dismissed from their duties since the 21st September, 1911, by whom each of these employees has been replaced, and for what causes were they dismissed. Presented 27th January,1913.—*Mr. Boyer*.. .. ..*Not printed.*

61*zzzz*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Andrew Melville, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Proulx*.. .. ..*Not printed.*

61*aaaaa*. Return to an Order of the House of 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of George Short, canal bridgetender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Guthrie*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61*bbbbb*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of N. Broderick, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. McMillan*.. .. ..*Not printed.*

61*ccccc*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Thomas McLatchie, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Graham*.. .. ..*Not printed.*

61*ddddd*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Elgin McLaughlin, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Emmerson*.. .. ..*Not printed.*

61*eeeee*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Robert Robertson, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Lemieux*.. .. ..*Not printed.*

61*fffff*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of William L. Gladstone, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Pugsley*.. .. ..*Not printed.*

61*ggggg*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Byron VanCamp, locktender at Cardinal, Ontario. Presented 7th January, 1913.—*Mr. Murphy*.. .. ..*Not printed.*

61*hhhhh*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Samuel English, canal bridge tender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Carvell*.. .. ..*Not printed.*

61*iiiii*. Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Edward F. Moran, locktender at Cardinal, Ontario. Presented 27th January, 1913.—*Mr. Oliver*.. .. ..*Not printed.*

67*jjjjj*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters correspondence, documents and reports relating to the dismissal of William R. Fougere, of Frankville, Antigonish County, N.S., a sectionman on the Intercolonial railway, and for a statement in detail of the expenses connected with the investigations of the charges against him. Presented 27th January, 1913.—*Mr. Chisholm (Antigonish)*. *Not printed.*

61*kkkkk*. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents and reports relating to the dismissal of John Melanson, of Afton, Antigonish County, N.S., a sectionman on the Intercolonial railway, and for a statement in detail of the expenses connected with the investigation of the charges against him. Presented 27th January, 1913.—*Mr. Chisholm (Antigonish)*. *Not printed.*

61*lllll*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Ronald D. McDonald, fishery overseer, at Broad Cove, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 27th January, 1913.—*Mr. Chisholm (Inverness)*. *Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61*mmmmm*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John McLean, fishery officer at Gabarouse, Cape Breton South, N.S., and of evidence taken and reports of investigations held by H. P. Duchemin, in regard to the same. Presented 27th January, 1913.—*Mr. Carroll*.. .. ..*Not printed.*

61*nnnnn*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of A. R. Forbes, fishery overseer at North Sydney, Nova Scotia in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 27th January, 1913.—*Mr. McKenzie.*
Not printed.

61*ooooo*. Return to an Order of the House of the 15th January, 1913, for a copy of all correspondence, letters, telegrams, complaints, petitions, and other documents concerning the dismissal of Sebastien Savoie, superintendent of the lobster hatchery at Shippigan, Gloucester County, N.B., and the appointment of his successor. Presented 27th January, 1913.—*Mr. Turgeon*.. .. ..*Not printed.*

61*ppppp*. Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of D. S. Hendsbee, weigher, reduction works, Canso, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 27th January, 1913.—*Mr. Sinclair*.. .. ..*Not printed.*

61*qqqqq*. Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of M. Muce, lightkeeper at Cheticamp Island, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 29th January, 1913.—*Mr. Chisholm (Inverness)*.. .. .. ..*Not printed.*

61*rrrrr*. Return to an Order of the House of the 15th January, 1913, for a copy of all papers, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Dr. J. D. R. Williams, collector of canal tolls at Cardinal, Ontario, and of the appointment of his successor. Presented 30th January, 1913.—*Mr. McMillan*.. .. ..*Not printed.*

61*sssss*. Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of John W. Bohan, preventive officer at Bath, Carleton County, N.B. Presented 3rd February, 1913.—*Mr. Carvell*.. .. ..*Not printed.*

61*ttttt*. Return to an Order of the House of the 15th January, 1913, for a copy of all papers, documents, correspondence, &c., relating to the dismissal of J. V. Smith, sub-collector of customs at Wood's Harbour, Shelburne County, N.S. Presented 3rd February, 1913.—*Mr. Law*.. .. ..*Not printed.*

61*uuuuu*. Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of John Y. Fleming, customs officer at Debec, Carleton County, N.B. Presented 3rd February, 1913.—*Mr. Carvell*.. .. ..*Not printed.*

61*vvvvv*. Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Matthias Meagher, preventive officer at Debec, Carleton County, N.B. Presented 3rd February, 1913.—*Mr. Carvell*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27 —*Continued.*

61*wwwww*. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, letters, telegrams, complaints, and of the evidence given at investigation, if one was held, relating to the dismissal of Mr. A. J. Gosselin, acting preventive officer of customs at St. Albans, Vermont, through the port of St. Armand, County of Missisquoi. Presented 4th February, 1913.—*Mr. Kay*.. .. ..*Not printed.*

61*xxxxx*. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, letters, telegrams, and petitions for and against the dismissal of James W. Bannon, preventive officer of customs at St. Agnes de Dundee, County of Huntingdon also a copy of the report of investigation and evidence, if any, submitted to investigating commissioner. Presented 4th February, 1913.—*Mr. Robb*.. .. ..*Not printed.*

61*yyyyy*. Return to an Order of the House of the 4th December, 1912, for a return showing the number of postmasters that have been dismissed in the County of Pictou since 1st October, 1911; the names of the postmasters who have been appointed to succeed them; the causes of the dismissals and all complaints and correspondence with respect to same, and of all reports of investigation where investigations have been held. Presented 4th February, 1913.—*Mr. Macdonald*.. .. ..*Not printed.*

61*zzzzz*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, orders in council, and all other papers or documents in any way relating to the dismissal of James Murphy from the position of postmaster at Tweed, Ontario. Presented 4th February, 1913.—*Mr. Murphy*.. .. ..*Not printed.*

61 (6*a*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of H. B. Easton, immigration agent at Prescott, Ontario. Presented 4th February, 1913.—*Mr. Murphy*.. .. ..*Not printed.*

61 (6*b*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of B. Hughes, immigration agent at Prescott, Ontario. Presented 4th February, 1913.—*Mr. Oliver*.. .. ..*Not printed.*

61 (6*c*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of George Walsh, immigration agent at Prescott, Ontario. Presented 4th February, 1913.—*Mr. Oliver*.. .. ..*Not printed.*

61 (6*d*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Newton S. Dow, immigration agent at McAdam Junction, York County, N.B. Presented 4th February, 1913.—*Mr. Carvell*.. .. ..*Not printed.*

61 (6*e*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Oliver Hemphill, immigration agent at Debec, Carleton County, N.B. Presented 4th February, 1913.—*Mr. Carvell*.. .. ..*Not printed.*

61 (6*f*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Martin Johnston, preventive officer at Rea Islands, Richmond County, N.S Presented 6th February, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (6*g*). Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, letters, telegrams and other documents respecting the dismissal of J. E. Pharand, postmaster of St. Hugues, County of Bagot. Presented 6th February, 1913.—*Mr. Marcile*.. .. ..*Not printed*

61 (6*h*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Murdock McCutcheon, postmaster at Sonora, Guysborough County, N.S., and of all evidence taken and report of investigation held by Mr. H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 6th February, 1913. *Mr. Sinclair*.. .. ..*Not printed*

61 (6*i*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Duncan Gillies, fishery overseer at Baddeck, C.B., in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 7th February, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61 (6*j*). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints, accusations, correspondence, petitions and of all documents and reports respecting the dismissal of Antonio Leduc, postmaster of St. Timothée, in the County of Beauharnois and the appointment of his successor. Presented 7th February, 1913.—*Mr. Papineau*.. .. ..*Not printed.*

61 (6*k*). Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of the recommendation to council, the order in council, all correspondence with the government or any member thereof, and of all letters, documents and papers in any way connected with the dismissal of Charles Arthur Bowman from the engineering branch of the Department of Railways and Canals.—*Mr. Clark (Red Deer)*.. .. ..*Not printed.*

61 (6*l*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, evidence, reports, letters, correspondence, &c., relating to the dismissal of Elnathan D. Smith, fishery overseer, Shag Harbour, Shelburne County, N.S. Presented 11th February, 1913.—*Mr. Law*.. .. ..*Not printed.*

61 (6*m*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Donald McAulay, lightkeeper, Plaister, Baddeck Bay, C.B., riding of North Cape Breton and Victoria, and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation. Presented 11th February, 1913.—*Mr. McKenzie.*
Not printed.

61 (6*n*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, letters, correspondence, &c., relating to the dismissal of John Fredericks, lightkeeper at East Jordan, Shelburne County, N.S. Presented 11th February, 1913.—*Mr. Law*.. .. ..*Not printed.*

61 (6*o*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, letters, correspondence, &c., relating to the dismissal of John Fredericks, wharfinger at East Jordan, Shelburne County, N.S. Presented 11th February, 1913.—*Mr. Law*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (6*p*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, letters, correspondence, &c., relating to the dismissal of John C Morrison, harbour master at Shelburne, N.S. Presented 11th February, 1913.—*Mr. Maclean (Halifax).. .. .. .

CONTENTS OF VOLUME 27—*Continued.*

61 (6*x*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, telegrams and other documents relative to the dismissal of Captain George Livingstone, custom officer at Big Bras D'Or, Cape Breton, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same and a detailed statement of the expenses of such investigation. Presented 11th February, 1913.—*Mr. McKenzie.*
Not printed.

61 (*y*). Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, reports and other documents and papers relating to the dismissal of H. Lacasse, as postmaster at Wendover, County of Prescott, Ontario, and the appointment of his successor. Presented 13th February, 1913.—*Mr. Proulx.. ..Not printed*

61 (6*z*). Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence and other papers connected with the removal of Harry A. Drigg, from the position of postmaster at Grassey Lake, Alberta. Presented 13th February, 1913.—*Mr. Buchanan.. .. ..Not printed*

61 (7*a*). Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, memoranda, orders in council, and correspondence relating to the dismissal of A. H. Stratton, late postmaster at Peterborough, Ont. Presented 17th February, 1913.—*Mr. Maclean (Halifax).*
Not printed.

61 (7*b*). Return to an Order of the House of the 10th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Henry Burrell, postmaster, Yarmouth North, Yarmouth County, N.S., and the same information regarding the appointment of Henry Burrell's successor, and of the evidence taken and report of investigation held by Charles Lane in regard to the same, also a detailed statement of expenses of such investigation. Presented 18th February, 1913.—*Mr. Law.. .. ..Not printed.*

61 (7*c*). Return to an Order of the House of the 4th December, 1912, for a return showing all the postmasters dismissed by the present government in the County of Gloucester, the names of such persons, the reasons for their dismissal, nature of the charges made against them; also a copy of all correspondence connected with it, and reports of investigations in cases where such investigations were instituted. Presented 18th February, 1913.—*Mr. Turgeon.. .. ..Not printed.*

61 (7*d*). Return to an Order of the House of the 10th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Dr. Charles A. Webster, port physician at Yarmouth, County of Yarmouth, N.S., and the same information regarding the appointment of Dr. Webster's successor. Presented 18th February, 1913.—*Mr. Law.. .. ..Not printed*

61 (7*e*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, papers, charges and correspondence between the Department of Marine and Fisheries and all other persons, regarding the dismissal of Jos. Lord, keeper of lighthouses at Pointe à la Mule on the River Richelieu, Parish of St. Blaise, County of Saint Jean and Iberville and of all reports thereon with reference to the dismissal of the said Mr. Lord. Presented 19th February, 1913.—*Mr. Demers.. .. .. ..Not printed.*

61 (7*f*). Return to an Order of the House of the 15th January, 1913, for a copy of all correspondence, letters, telegrams and petitions concerning the dismissal of Henri Friolet, wharfinger at Caraquet, and Richard Southwood, wharfinger and agent of the Storm Signal Service at Bathurst, Gloucester County, N.B., and the appointment of their successors. Presented 19th February, 1913.—*Mr. Turgeon.. .. .. ..Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (7*g*). Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, letters, telegrams, reports and other documents, respecting the removal of Joseph L. Robichaud, lighthouse keeper at Miscou, County of Gloucester, and the appointment of his successor; also of all correspondence respecting the engagement of the engineer of fog alarm system attached to that station, and the certificates required by the Minister of Marine, showing the competence of that engineer; with the names of the new keeper and of the said engineer and their ages. Presented 19th February, 1913.—*Mr. Turgeon*.. .. ..*Not printed.*

61 (7*h*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Captain Pope as lighthouse keeper at Scatarie, Cape Breton South, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 19th February, 1913.—*Mr. Carroll*.. .. .. ..*Not printed*

61 (7*i*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Captain W. W. Lewis, as shipping master at Louisburg, Cape Breton South, Nova Scotia, and of evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 19th February, 1913.—*Mr. Carroll.*
Not printed.

61 (7*j*). Return to an Order of the House of the 4th December, 1912, for a return showing the names of postmasters that have been dismissed in the County of Bonaventure since 1st October, 1911; the names of the postmasters who have been appointed to succeed them; the causes of the dismissals and a copy of all complaints and correspondence with respect to same, and of all reports of investigations where such have been held, with the reasons given for not holding any such investigation, when not held. Presented 19th February, 1913.—*Mr. Marcil*.. .. ..*Not printed*

61 (7*k*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of George Hines, lighthouse keeper at South Ingonish, riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation. Presented 20th February, 1913.—*Mr. McKenzie*..*Not printed.*

61 (7*l*). Return to an Order of the House of the 15th January, 1913, for a return showing a list of the lighthouse keepers removed by the present government in the County of Two Mountains, the names of such persons, the reasons for their dismissal, the nature of the complaints made against them; also a copy of all correspondence and petitions relating thereto, and reports of inquiries in the cases, where such have been held; and also the names of their successors. Presented 20th February, 1913.—*Mr. Ethier*.. .. ..*Not printed.*

61 (7*m*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Archibald McDonald, preventive officer at Mull River, Inverness County, Nova Scotia. Presented 20th February, 1913.—*Mr. Chisholm (Inverness)*..*Not printed.*

61 (7*n*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, correspondence on file referring to the dismissal of Donald Chisholm, of Tracadie, in the County of Antigonish, as preventive officer. Presented 20th February, 1913.—*Mr. Chisholm (Antigonish)*... .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (7*o*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, telegrams, reports and other documents relative to the dismissal of Edward C. Humphreys, of Trenton, N.S., as an officer of the Inland Revenue Department and to the appointment of his successor. Presented 20th February, 1913.—*Mr. Macdonald.* *Not printed.*

61 (7*p*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of H. J. Fixott, port physician at Arichat, Richmond County, N.S. Presented 21st February, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61 (7*q*). Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, letters, telegrams and other documents relating to the dismissal of D. Morin as postmaster of St. Pie de Bagot, County of Bagot. Presented 21st February, 1913.—*Mr. Marcil (Bagot)*.. .. ..*Not printed.*

61 (7*r*). Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, investigations and papers generally concerning the dismissal of Ernest Paquin, postmaster of St. Cecile de Levrard, County of Nicolet. Presented 21st February, 1913.—*Mr. Lemieux*.. .. ..*Not printed.*

61 (7*s*). Return to an Address to His Royal Highness the Governor General of the 17th February, 1913, for a copy of all complaints and charges made against John R. McDonald, Indian agent at Heatherton, Antigonish County, of the recommendations to council and of the order in council made thereon, and of all letters, correspondence, and documents connected in any way with his dismissal. Presented 25th February, 1913.—*Mr. Chisholm (Antigonish)*... .. ..*Not printed.*

61 (7*t*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Joseph Day, customs officer at Little Bras D'Or, C.B., in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 25th February, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61 (7*u*). Return to an Address to His Royal Highness the Governor General of the 29th January, 1913, for a copy of all complaints against Duncan McLeod, appraiser of customs at Sherbrooke, Province of Quebec, of all information obtained as to his conduct through seizures of goods by special officers of customs and by investigation; of all reports of investigation; of the order in council dismissing said Duncan McLeod; and of all correspondence between him and the Department of Customs. Presented 25th February, 1913.—*Mr. McCrae*.. .. ..*Not printed.*

61 (7*v*). Return to an Order of the House of the 17th February, 1913, for a copy of all papers, letters, telegrams, evidence, &c., given at the investigation or investigations and of reports of such investigations, relating to the dismissal of Edouard D Chiasson, sub-collector of customs at Lamèque, Gloucester County, and the appointment of his successor. Presented 25th February, 1913.—*Mr. Turgeon*.. ..*Not printed.*

61 (7*w*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of George F. Briggs, customs officer at McAdam Junction, York County, N.B. Presented 25th February, 1913.—*Mr. Carvell*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (7*x*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of William A. Duan, lightkeeper at Green Island, Richmond County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 25th February, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61 (7*y*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, charges, correspondence, letters, telegrams and other documents relating to the dismissal of Thomas Cameron, preventive officer at Andover, N.B., and of the evidence taken and reports of investigation held by Mr. E. T. C. Knowles, in connection with the same. Presented 26th February, 1913.—*Mr. Michaud*.. .. ..*Not printed.*

61 (7*z*). Return to an Order of the House of the 29th January, 1913, for a copy of all complaints and charges made against Joseph McDonald, late of the customs office at Sydney, Cape Breton, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal and the appointment of his successor. Presented 26th February, 1913.—*Mr. Carroll*.. .. ..*Not printed.*

61 (8*a*). Return to an Order of the House of the 29th January, 1913, for a copy of all complaints and charges made against Angus McGillivray, late of customs office at Glace Bay, Cape Breton South, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal and the appointment of his successor. Presented 26th February, 1913.—*Mr. Carroll*.. .. ..*Not printed.*

61 (8*b*). Return to an Order of the House of the 3rd February, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Roderick Bain, boatman at New Campbellton, riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of the investigation held by H. P. Duchemin, in regard to same, with a detailed statement of expenses of such investigation. Presented 26th February, 1913.—*Mr. McKenzie*.. .. ..*Not printed.*

61 (8*c*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of W. A. Scott, lockmaster at Cardinal, Ontario, and of the appointment of his successor. Presented 27th February, 1913.—*Mr. McMillan.*
Not printed.

61 (8*d*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Bert Johnson, lockman at Nicholson, Ontario. Presented 27th February, 1913.—*Mr. Turgeon*.. .. ..*Not printed.*

61 (8*e*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of John Merrifield, lockmaster at Burritts Rapids, Ont., and the appointment of his successor. Presented 27th February, 1913.—*Mr. Chisholm.*
Not printed.

61 (8*f*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Neil Cummings, lockmaster at Cardinal, Ontario, and of the appointment of his successor. Presented 27th February, 1913.—*Mr. McMillan*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (8*q*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, papers, charges and correspondence between the Department of Railways and Canals and all other persons, regarding the dismissal of Mr. François Chagnon, lockkeeper at Saint Jean, County of Saint Jean and Iberville, and of all reports thereon with reference to the dismissal of the said Mr. Chagnon. Presented 27th February, 1913.—*Mr. Demers*.. .. .. *Not printed.*

61 (8*h*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Neil McNeil, bridge tender, Intercolonial railway, at Grand Narrows in the riding of North Cape Breton and Victoria. Presented 27th February, 1913.—*Mr. McKenzie*.. .. .. *Not printed.*

61 (8*i*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Archibald McKenzie, sectionman, Intercolonial railway, at Grand Narrows, in the riding of North Cape Breton and Victoria. Presented 27th February, 1913.—*Mr. McKenzie*.. .. .. *Not printed.*

61 (8*j*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of John Fraser, bridge tender, Intercolonial railway, at Grand Narrows, in the riding of North Cape Breton and Victoria. Presented 27th February, 1913.—*Mr. McKenzie*.. .. .. *Not printed.*

61 (8*k*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Demetrius Crozier, lockman at Merrickville, Ontario. Presented 27th February, 1913.—*Mr. Proulx*.. .. .. *Not printed.*

61 (8*l*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Patrick Cussuk, lockman at Merrickville, Ontario Presented 27th February, 1913.—*Mr. Michaud*.. .. .. *Not printed.*

61 (8*m*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Joseph H. Webster, lockman at Nicholson, Ontario. Presented 27th February, 1913.—*Mr. Pacaud*.. .. .. *Not printed.*

61 (8*n*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Cyrus O'Neil, lockman at Nicholson, Ontario. Presented 27th February, 1913.—*Mr. Kyte*... .. .. *Not printed.*

61 (8*o*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Michael Laughtin, bridgeman at Burritts Rapids, Ontario. Presented 27th February, 1913.—*Mr. Papineau*.. .. .. *Not printed.*

61 (8*p*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of John McKay, bridgeman at Becketts, Ontario. Presented 27th February, 1913.—*Mr. Lanctot*.. .. .. *Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (8*q*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Edward Proctor, lockman at Burritts Rapids, Ont. Presented 27th February, 1913.—*Mr. Neely*.. .. ..*Not printed.*

61 (8*r*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of William Morrison, lockman at Burritts Rapids, Ont. Presented 27th February, 1913.—*Mr. Cash*.. .. ..*Not printed.*

61 (8*s*). Return to an Order of the House of the 15th January, 1913, for a copy of all letters, documents, telegrams, reports, correspondence and recommendations in any way relating to the dismissal of Adam Henderson, bridgemaster at Cardinal, Ontario, and of the appointment of his successor. Presented 27th February, 1913.—*Mr. Murphy.* *Not printed.*

61 (8*t*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of James Feehan, fishery guardian or warden at Tracadie Harbour and Savage Harbour, Prince Edward Island. Presented 27th February, 1913.—*Mr. Hughes (Kings, P.E.I.)*.. .. ..*Not printed.*

61 (8*u*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of John C. McNeil, lighthouse keeper at Grand Narrows, in the riding of North Cape Breton and Victoria. Presented 27th February, 1913.—*Mr. McKenzie.* *Not printed.*

61 (8*v*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of A. A. Chisholm, fishery overseer at Margaree Forks, Inverness County, Nova Scotia. Presented 28th February, 1913.—*Mr. Chisholm (Inverness)*.. ..*Not printed.*

61 (8*w*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Charles E. Aucoin, collector of customs at Cheticamp, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by Mr. H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish).* *Not printed.*

61 (8*x*). Return to an Order of the House of the 17th February, 1913, for a copy of all complaints and charges made against Charles L. Gass, late postmaster at Bayfield, Antigonish County, of the evidence taken, if any, before Commissioner Duchemin, and of his report thereon and of all letters, telegrams and documents of every kind relating to his dismissal and the appointment of his successor. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

61 (8*y*). Return to an Order of the House of the 17th February, 1913, for a copy of all letters and correspondence exchanged in reference to the dismissal of Cyprien Martin, of St. Basile, County of Madawaska, N.B., between the Department of Customs and the said Mr. Martin as preventive officer. Presented 28th February, 1913.—*Mr. Michaud*.. .. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (8*z*). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against Angus A. Boyd, postmaster at Boyd's post office, Antigonish County, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal, and the appointment of a successor. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

61 (9*a*). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against John B. Macdonald, postmaster at Glasburn, Antigonish County, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal, and the appointment of a successor. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed*

61 (9*b*). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against Alex. G. Chisholm, postmaster at Ohio, Antigonish County, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal, and the appointment of a successor. Presented 28th February, 1913.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed*

61 (9*c*). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against John J. McLean, postmaster at Cross Roads, Ohio, Antigonish County, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal and the appointment of a successor. Presented 28th February, 1913.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed*

61 (9*d*). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against Dougald McDonald, postmaster at Doctors Brook, Antigonish County, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to his dismissal, and the appointment of his successor. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

61 (9*e*). Return to an Order of the House of the 9th December, 1912, for a copy of all complaints and charges made against Dan. A. McInnes, postmaster at Georgeville, Antigonish County, Nova Scotia, and of all letters, telegrams, and correspondence relating in any way to his dismissal, and the appointment of his successor. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

61 (9*f*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, letters, correspondence, telegrams and other documents relating to the dismissal of E. A. Asker, harbour master at Campbellton. Presented 3rd March, 1913.—*Mr. Reid (Restigouche)*.. .. ..*Not printed.*

61 (9*g*). Return to an Order of the House of the 10th February, 1913, for a copy of all papers, letters, documents and orders relative to the dismissal of Fred Shultz as caretaker of the armouries at Kentville, Nova Scotia, and of the appointment of William Shoop in his place and also for a statement of the stores in said armouries in the years 1910, 1911, 1912, respectively, and for a copy of all orders and regulations relative to the duties of such caretaker. Presented 3rd March, 1913.—*Mr. Macdonald. Not printed.*

61 (9*h*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Dr. Freeman O'Neil, from the Marine Hospital at Louisburg, Cape Breton South, N.S., and of evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 10th March, 1913.—*Mr. Carroll..Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (9*i*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Leon N. Poirier, wharfinger at Descouse, Richmond County, N.S. Presented 10th March, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61 (9*j*). Return to an Order of the House of the 10th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Norman L. Trefry, shipping master at Yarmouth, County of Yarmouth, N.S., and the same information regarding the appointment of Mr. Trefry's successor Presented 10th March, 1913.—*Mr. Law*.. .. ..*Not printed.*

61 (9*k*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, documents, correspondence, &c., relating to the dismissal of James Amereault, lighthouse keeper at New Edinburgh, Digby County, N.S. Presented 10th March, 1913. *Mr. McLean (Halifax)*.. .. ..*Not printed*

61 (9*l*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, evidence, reports, letters, correspondence, &c., relating to the dismissal of H. B. Manley, a clerk in the Dominion Lands Office at Saskatoon. Presented 10th March, 1913.—*Mr. McCraney*.. .. ..*Not printed.*

61 (9*m*). Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, letters, telegrams, papers and other documents in connection with the dismissal of John Spicer, senior assistant of the Moosejaw Land Agency. Presented 10th March, 1913.—*Mr. Knowles*.. .. ..*Not printed.*

61 (9*n*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, letters, telegrams and other documents respecting the dismissal of Robert Pragnall from the position of agent of the Dominion Land Office at Swift Current and the appointment of his successor. Presented 10th March, 1913.—*Mr. Knowles.* *Not printed.*

61 (9*o*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, evidence, reports, letters, correspondence, &c., relating to the dismissal of G. M. Ullyot, a clerk in the Dominion Lands Office at Saskatoon. Presented 10th March, 1913.—*Mr. McCraney*.. .. ..*Not printed.*

61 (9*p*). Return to an Order of the House of the 9th December, 1912, for a return showing the detail and number of dismissals from public offices by the present government to this date in the riding of Saskatoon, with the names of the dismissed occupants, the reasons for their dismissals, the complaints against such officials, and all correspondence with respect to the same, and of all reports of investigations, in case where such were held. Presented 17th March, 1913.—*Mr. McCraney*.. .. ..*Not printed*

61 (9*q*). Return to an Order of the House of the 17th February, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports, affidavits and other documents in the Department of Inland Revenue, respecting the dismissal of J. N. Poirier, Collector of Excise at Victoriaville, County of Arthabaska, and the names of the witnesses interested, with a copy of the evidence and a statement of expenses of the said inquiry. Presented 17th March, 1913.—*Mr. Brouillard*.. .. ..*Not printed.*

61 (9*r*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of John G. Morrison, fishery inspector at Englishtown, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 18th March, 1913.—*Mr. Kyte*.. .. ..*Not printed*

CONTENTS OF VOLUME 27—*Continued.*

61 (9*s*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Edward Landry, lightkeeper, Petite de Grat, Richmond County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 18th March, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61 (9*t*). Return to an Order of the House of the 27th January, 1913, for a copy of all documents, petitions, letters, correspondence, inquiries and reports concerning the dismissal of Evariste Talbot, employed in the general freight office of the Intercolonial. Presented 18th March, 1913.—*Mr. Lapointe* (*Kamouraska*).....*Not printed*

61 (9*u*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Railways or any department of the government, relating to the dismissal of Philip H. Ryan, an employee of the Intercolonial railway at Mulgrave, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 18th March, 1913.—*Mr. Sinclair*..*Not printed.*

61 (9*v*). Return to an Order of the House of the 3rd February, 1913, for a return showing how many postmasters and other post office employees were removed from office respectively, from the 1st of July, 1896, to the 1st of October, 1911, and the number in each province; and from the 10th of October, 1911, up to date, with the number in each province; also the number of post offices in operation in each province on the 1st July, 1896. Presented 26th March, 1913.—*Mr. Rainville*.....*Not printed.*

61 (9*w*). Return to an Address to His Royal Highness the Governor General of the 3rd February, 1913, for a copy of all orders in council, and of all letters, telegrams, complaints, petitions and of all other documents of any kind, in the possession of the government, or of any department or official thereof, in any way relating to or concerning the dismissal of Dr. Clarence T. Campbell, post office inspector at London, Ontario. Presented 26th March, 1913.—*Mr. Ross*.....*Not printed.*

61 (9*x*). Return to an Order of the House of the 9th December, 1912, for a return showing the number of postmasters that have been dismissed in the County of Missisquoi since 1st October, 1911, the names of the postmasters who have been appointed to succeed them, the cause of the dismissals and a copy of all complaints and correspondence with respect to the same, and of all reports of investigations where such have been held. Presented 26th March, 1913.—*Mr. Kay*.....*Not printed.*

61 (9*y*). Return to an Order of the House of the 27th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department, regarding any change in any post office or postmastership in Bonaventure County, between 5th December, 1912, up to date. Presented 26th March, 1913.—*Mr. Marcil* (*Bonaventure*).....*Not printed.*

61 (9*z*). Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, documents, correspondence, orders in council, &c., relative to the dismissal of S. A. Johnson, late postmaster at Petite Rivière, Lunenburg County, N.S. Presented 26th March, 1913.—*Mr. MacLean* (*Halifax*).
Not printed.

CONTENTS OF VOLUME 27—*Continued.*

61 (10*a*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Murdock McKenzie, postmaster at Millville Boulardarie, Nova Scotia, in the riding of North Cape Breton and Victoria. Presented 26th March, 1913.—*Mr. McKenzie* .....*Not printed.*

61 (10*b*). Return to an Order of the House of the 9th December, 1912, for a copy of all documents, correspondence and telegrams relating to the dismissal of James Stewart, postmaster at Middleton, Antigonish County, and the appointment of his successor. Presented 26th March, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed*

61 (10*c*). Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, telegrams and reports relating to the dismissal of Lauchlin McNeil, postmaster at New France, County of Antigonish, and the appointment of his suc- Presented 26th March, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

61 (10*d*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Frank Dunlop, postmaster at Groves Point, Nova Scotia, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expense of such investigation. Presented 26th March, 1913.—*Mr. McKenzie.*

Not printed.

61 (10*e*). Return to an Order of the House of the 10th December, 1912, for a copy of all letters, telegrams, complaints, petitions and other documents relating to the investigation of A. W. Salsman, postmaster at Middle Country Harbour, N.S., and to the appointment of his successor. Presented 26th March, 1913.—*Mr. Sinclair.*

Not printed.

61 (10*f*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Richard Conroy, postmaster at Cross Roads, County Harbour, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 26th March, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (10*g*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Abner Carr, postmaster at St. Francis Harbour, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of expenses of such investigation. Presented 26th March, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (10*h*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Parker Sangster, postmaster, Upper New Harbour, Guysborough County, NS., and of all evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 26th March, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (10*i*). Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, orders in council and all other papers or documents in any way relating to the dismissal of Alexander Marion, from the position of postmaster at Rockland, Ontario. Presented 26th March, 1913.—*Mr. Murphy* .....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (10*j*). Return to an Order of the House of the 4th December, 1912, for a copy of the evidence taken and the report made by each commissioner appointed since 1st of November, 1911, to conduct an investigation into charges of offensive partizanship made against postmasters in the County of Russell. Presented 26th March, 1913.—*Mr. Murphy* .....*Not printed.*

61 (10*k*). Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, evidence, reports, findings and correspondence, relating to the dismissal of Mathew Boutilier, recently postmaster at Mushaboom, Halifax County, N.S. Presented 26th March, 1913.—*Mr. MacLean (Halifax)*.....*Not printed*

61 (10*l*). Return to an Order of the House of the 29th January, 1913, for a return showing the names of the postmasters in the County of Joliette, who have been dismissed from 1896 to September, 1911; their respective parishes; dates of their dismissals; the reasons alleged; whether an inquiry was made in each case; on whose recommendation in each case the dismissals were made; names of successors in each case, and on whose recommendation were they appointed. Presented 26th March, 1913.—*Mr. Guilbault.* *Not printed.*

61 (10*m*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, evidence, reports, letters, correspondence, &c., relating to the dismissal of T. Doane Crowell, postmaster at Shag Harbour, Shelburne County, N.S., and the appointment of his successor. Presented 26th March, 1913.—*Mr. Law.* *Not printed.*

61 (10*n*). Return to an Order of the House of the 22nd January, 1913, for a return showing the postmasters who have been dismissed in the County of Vaudreuil, the dates of their appointment, the cause of their dismissal and by whom their dismissal was requested. Presented 26th March, 1913.—*Mr. Boyer*.....*Not printed.*

61 (10*o*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, documents, letters, correspondence, &c., relating to the dismissal of Mrs. Spinney, postmistress at Upper Port La Tour, Shelburne County, N.S. Presented 26th March, 1913.—*Mr. Law*.....*Not printed.*

61 (10*p*). Return to an Order of the House of the 29th January, 1913, for a return showing the number of postmasters dismissed in the County of Rimouski since 21st September, 1911, giving their names. Presented 26th March, 1913.—*Mr. Lapointe (Kamouraska)* .....*Not printed.*

61 (10*q*). Return to an Order of the House of the 4th December, 1912, for a return showing the detail and number of dismissals from public offices by the present government to this date in the riding of Wright, giving the names of the dismissed occupants, the reasons for their dismissal, the complaints against such officials, and a copy of all correspondence with respect to the same, with all reports of investigations where such were held. Presented 27th March, 1913.—*Mr. Devlin*.....*Not printed*

61 (10*r*). Return to an Order of the House of the 29th January, 9113, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John R. McLennan, janitor of the public building at Inverness Town, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by Mr. H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 28th March, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (10*s*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, and other documents relating to the dismissal of James Arbuckle, caretaker of the public buildings at Pictou, and the appointment of two successors in his stead. Presented 28th March, 1913.—*Mr. Macdonald*.....*Not printed.*

61 (10*t*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Mary Dunlop, telegraph operator at Groves Point, Cape Breton County, Nova Scotia, in the riding of North Cape Breton and Victoria. Presented 28th March, 1913.—*Mr. McKenzie* .....*Not printed.*

61 (10*u*). Return to an Order of the House of the 4th December, 1912, for a return showing the foremen employed at the various public works in the County of Gloucester on the 21st of September, 1911, who have been dismissed since by the present administration, containing their names, reasons of dismissal, nature of the charges made against them, also a copy of all correspondence connected with the same and reports of inquiries, in cases where such inquiries have been instituted. Presented 28th March, 1913.—*Mr. Turgeon*.....*Not printed*

61 (10*v*). Return to an Order of the House of the 3rd February, 1913, for a copy of all letters, telegrams, papers and documents relative to the dismissal of Captain Lyons, of the dredge *Northumberland*, and the appointment of his successor. Presented 28th March, 1913.—*Mr. Macdonald*.....*Not printed.*

61 (10*w*). Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all correspondence, orders in council and all other papers or documents in any way relating to the dismissal of James McCartin, from the position of inspector of the concrete work forming part of the contract for the construction of the The Plaza at the City of Ottawa Presented 28th March, 1913.—*Mr. Murphy* .....*Not printed.*

61 (10*x*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Robert C. Morrison, postmaster at St. Peters, Richmond County, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation, together with a copy of all recommendations, letters, telegrams and other papers relating to the appointment of Mr. Morrison's successor. Presented 31st March, 1913.—*Mr. Kyte.* *Not printed*

61 (10*y*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Richard Dugas, storm signal attendant at Alder Point, Nova Scotia, in the riding of North Cape Breton and Victoria. Presented 4th April, 1913.—*Mr. McKenzie.* *Not printed.*

61 (10*z*). Return to an Order of the House of the 20th January, 1913, for a return showing the names of all officials of the Marine and Fisheries Department who have been dismissed or removed in the County of Pictou, the reasons of the same, the evidence taken at any investigation held in regard to them, and the reports of said investigations, the names of their successors, and a copy of all letters, charges, complaints and recommendations from any person or persons in regard to the said removals or dismissals, or in regard to the appointment of their successors. Presented 4th April 1913.—*Mr. Macdonald*.....*Not printed*

CONTENTS OF VOLUME 27—*Continued.*

61 (11*a*). Return to an Order of the House of the 3rd March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of William L. Munro, lightkeeper at White Head, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 4th April, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (11*b*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, telegrams, correspondence, reports and documents touching the dismissals of Alexander R. McAdam as fishery officer for the County of Antigonish, N.S., and the appointment of his successor. Presented 4th April, 1913.—*Mr. Chisholm (Antigonish).* *Not printed.*

61 (11*c*). Return to an Order of the House of the 19th February, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Marine and Fisheries Department, or any department of the government, relating to the dismissal of Stephen C. Richard, lightkeeper at Charlos Cove, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 4th April, 1913—*Mr. Sinclair*.....*Not printed.*

61 (11*d*). Supplementary to an Order of the House of the 7th February, 1912, for a return showing for each department of the government the names, post office addresses, offices, employment, and salaries of all persons employed either in the inside or outside service thereof, and of such persons not in the Civil Service, employed by the government in any department, on the tenth day of October, 1911, who have been removed from office or employment by dismissal; specifying in each case the manner of and grounds of such dismissals and the length of notice given to the persons removed, and also indicating in each case whether an inquiry was or was not held prior to such dismissal. Presented 7th April, 1913.—*Mr. Kyte*.....*Not printed.*

61 (11*e*). Return to an Order of the House of the 7th December, 1912, for a return showing the public officers removed by the present government in the district of Lotbinière, with the names and duties of such persons, the reasons of their dismissal, the nature of the complaints made against them, also a copy of all correspondence relating thereto and reports of inquiries in the cases where such inquiries have been held. Presented 9th April, 1913.—*Mr. Fortier*.....*Not printed*

61 (11*f*). Return to an Order of the House of the 29th January, 1913, for a copy of all complaints and charges made against Miss Gertie Lewis, as postmistress at Main-a dieu, Cape Breton South, N.S., and of all letters, telegrams and correspondence relating in any way to her dismissal and the appointment of a successor. Presented 9th April, 1913.—*Mr. Carroll* .....*Not printed.*

61 (11*g*). Return to an Order of the House of the 11th December, 1912, for a copy of all correspondence, letters, telegrams and other documents relating to the dismissal of John Taylor, late postmaster at Carnduff, Sask., and of all reports of investigation held, &c. Presented 9th April, 1913.—*Mr. Turriff*.....*Not printed.*

61 (11*h*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Frederick Mitchell, from the position of postmaster at Dominion, Cape Breton South, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 9th April, 1913.—*Mr. Carroll.* *Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (11*i*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers, letters, telegrams and other correspondence relating to the dismissal of Thomas J. Sears, postmaster at Lochaber, N.S., and the appointment of his successor; of the evidence taken, and of the report thereon made by Commissioner Duchemin, on the charges, if any, made against the dismissed postmaster. Presented 9th April, 1913.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

61 (11*j*). Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, letters, telegrams, papers and other documents in connection with the dismissal of the postmaster at Alsask, Saskatchewan. Presented 9th April, 1913.—*Mr. Knowles*..... ....*Not printed*

61 (11*k*). Return to an Order of the House of the 3rd March, 1913, for a copy of all letters, telegrams, instructions and other papers and documents in the possession of the Department of Marine and Fisheries, or any officer thereof, relating to the dismissal or appointment of fishery guardians or fishery officers, in the County of Guysborough, N.S., bearing date since the 10th day of October, 1911. Presented 9th April, 1913.—*Mr. Sinclair*..... .....*Not printed*

61 (11*l*). Return to an Order of the House of the 11th December, 1912, for a copy of all complaints and charges made against John R. Morrison, postmaster at Oban, Richmond County, N.S., and of all letters, telegrams and correspondence relating in any way to his dismissal, and the appointment of a successor. Presented 14th April, 1913.—*Mr. Kyte*..... ....*Not printed.*

61 (11*m*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of A. G. McDonald, postmaster of North East Margaree, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 14th April, 1913.—*Mr. Chisholm (Inverness)*..*Not printed.*

61 (11*n*). Return to an Order of the House of the 9th December, 1912, for a return showing in detail the number of dismissals from public office by the present government to this date, in the constituency of Qu'Appelle, with the names of the dismissed officers, and the reason for their dismissal, the complaints against such officials and a copy of all correspondence, petitions, papers and documents with respect to the same, and of all notes of evidence and reports of investigations in cases where they have taken place. Presented 14th April, 1913.—*Mr. Thomson (Qu'Appelle)*.....*Not printed.*

61 (11*o*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Marine and Fisheries or any department of the government, relating to the dismissal of David Reid, fishery officer at Port Hilford, N.S., and if there was an investigation, the names of the witnesses examined, a copy of the evidence, and a detailed statement of the expenses of each investigation. Presented 15th April, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (11*p*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Robert Musgrave, postmaster at North Sydney, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 15th April, 1913.—*Mr. McKenzie*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (11*q*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of A. D. Archibald, postmaster at Glenelg, Guysborough County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 15th April, 1913. *Mr. Chisholm (Inverness)*.....*Not printed*

61 (11*r*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Leon N. Poirier, postmaster at Descouse, Richmond County, N.S., and of the evidence taken and of the reports of investigation held by H. P. Duchemin in regard to the same and a detailed statement of the expenss of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 15th April, 1913. *Mr. Kyte*.....*Not printed.*

61 (11*s*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Norman McAskill, postmaster at Framboise, Richmond County, N.S., and of the evidence taken and of the report of investigation held by H. P. Duchemin in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 15th April, 1913.—*Mr. Kyte*.....*Not printed.*

61 (11*t*). Return to an Order of the House of the 11th December, 1912, for a copy of all papers, documents and correspondence relating to the dismissal of A. T. Doucet, postmaster and collector of customs at Salmon River, Digby County, N.S. Presented 15th April, 1913.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

61 (11*u*). Return to an Order of the House of the 29th January, 1913, for a copy of all complaints and charges made against Mrs. Annie Gallivan, as postmistress at Whitney Pier, Cape Breton South, Nova Scotia, and of all letters, telegrams and correspondence relating in any way to her dismissal and the appointment of a successor. Presented 15th April, 1913.—*Mr. Carroll*.....*Not printed.*

61 (11*v*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Wm. J. Paquet, postmaster at Souris, P.E.I. Presented 15th April, 1913.—*Mr. Hughes (Kings, P.E.I.)*.. .. ..*Not printed.*

61 (11*w*). Return to an Order of the House of the 27th January, 1913, for a copy of all documents, correspondence, petitions and recommendations, &c., relating to the dismissal of the postmaster at St. Anaclet, County of Rimouski, during the year 1912, and of the appointment of his successor. Presented 15th April, 1913.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed*

61 (11*x*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of George Gunn, postmaster at French Village, Prince Edward Island. Presented 15th April, 1913.—*Mr. Hughes (Kings, P.E.I.)*.. .. ..*Not printed.*

61 (11*y*). Return to an Order of the House of the 4th December, 1912, for a return showing the detail and number of dismissals from public offices by the present government to this date in the riding of Mackenzie, together with the names of the dismissed occupants, the reasons for their dismissal, the complaints against such officials, and a copy of all correspondence with respect to the same, and of all reports of investigations, where any such were held. Presented 15th April, 1913.—*Mr. Cash*..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (11*z*). Return to an Order of the House of the 7th April, 1913, for a copy of all charges investigated by Commissioner W. J. Code, and also of the evidence taken and the report made by the said commissioner. Presented 16th April, 1913.—*Mr. Murphy.*
Not printed.

61 (12*a*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of D. F. McLean, fishery overseer at Port Hood, Inverness County, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 16th April, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed*

61 (12*b*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of J. Scott Nelson, postmaster at Louisdale, Richmond County, N.S., and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 16th April, 1913. —*Mr. Kyte*.....*Not printed*

61 (12*c*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Joseph McMullen, from the post office at Bridgeport, Cape Breton South, Nova Scotia, and of evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 16th April, 1913.—*Mr. Carroll*....*Not printed.*

61 (12*d*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Frederick A. Martell, postmaster at L'Ardoise, Richmond County, N.S., and of the evidence taken and of the reports of investigation held by H. P. Duchemin, in regard to the same, and a detailed statement of the expenses of such investigation; and a copy of all papers relating to the appointment of his successor. Presented 16th April, 1913.—*Mr. Kyte*.....*Not printed.*

61 (12*e*). Return to an Order of the House of the 11th December, 1912, for a copy of all representations, statements and complaints as to political activity made against John A. Macdonald, postmaster at McArras Brook, Antigonish County, and of all correspondence relating to the charges made against him and of the report of Commissioner Duchemin on said charges. Presented 16th April, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed*

61 (12*f*). Return to an Address to His Royal Highness the Governor General of the 7th December, 1911, for a copy of all papers, correspondence and orders in council in connection with and relating to the dismissal from office of public officials from each of the departments of government since the 1st day of October last past, including both Inside and Outside Service. Presented 18th April, 1913.—*Mr. Carvell*.....*Not printed.*

61 (12*g*). Return to an Address to His Royal Highness the Governor General of the 3rd March, 1913, for a copy of all papers, documents, correspondence, evidence, order in council, &c., relative to the dismissal of Edward Doucett, sub-collector of customs, Digby County, N.S. Presented 21st April, 1913.—*Mr. McLean (Halifax)*.
Not printed.

61 (12*h*). Return to an Address to His Royal Highness the Governor General of the 3rd March, 1913, for a copy of all papers, documents, correspondence, evidence, orders in council, &c., relative to the dismissal of Mr. LeBlanc, sub-collector of customs, Church Point, Digby County, N.S. Presented 21st April, 1913.—*Mr. McLean (Halifax)*.
Not printed

CONTENTS OF VOLUME 27—*Continued.*

61 (12*i*). Return to an Order of the House of the 19th March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John C. Bourinot, chief customs officer at Port Hawkesbury, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by Mr. H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 21st April, 1913.—*Mr. Chisholm (Inverness).*
Not printed.

61 (12*j*). Return to an Order of the House of the 31st March, 1913, for a copy of all charges, evidence, correspondence, letters and telegrams in the Department of Railways and Canals since the 21st day of September, 1911, relating to the dismissal of Alexander E. Morrison, Point Tupper, N.S., from the service of the Intercolonial railway, and of all recommendations for the appointment of his successor. Presented 21st April, 1913.—*Mr. Kyte*.. .. ..*Not printed.*

61 (12*k*). Return to an Order of the House of the 3rd February, 1913, for a copy of all letters, telegrams, reports and other papers and documents received from the officers of the Canadian Brotherhood of Railway Employees, by the Department of Labour, or of the Department of Railways and Canals, between the 1st day of January, 1912, and the 25th day of January, 1913, relating to investigations and dismissals of employees for political partizanship, and of the replies thereto. Presented 22nd April, 1913.—*Mr. Sinclair*..... .....*Not printed.*

61 (12*l*). Return to an Order of the House of the 31st March, 1913, for a copy of all complaints and charges against James Falconer, of Newcastle, County of Northumberland, New Brunswick, as correspondent of the *Labour Gazette* at Newcastle, and of all letters, telegrams and other correspondence relating in any way to his dismissal and the appointment of a successor. Presented 22nd April, 1913.—*Mr. Loggie*..*Not printed.*

61 (12*m*). Return to an Order of the House of the 19th March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John B. Chisholm, lightkeeper at Port Hastings, Inverness County, Nova Scotia, and the evidence taken and report of investigation held by Mr. H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 24th April, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed.*

61 (12*n*). Return to an Order of the House of the 7th April, 1913, for a copy of all correspondence, telegrams, charges and other documents, relating to the dismissal of Epiphane Nadeau, immigration agent at St. Leonard, Victoria County, N.B. Presented 25th April, 1913.—*Mr. Michaud*.. .. ..*Not printed.*

61 (12*o*). Return to an Order of the House of the 31st March, 1913, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of D. J. Morrison, boatman in the customs service at Big Bras D'or, North Cape Breton and Victoria, N.S., and of the evidence taken and of reports of the investigation held by H. P. Duchemin, in regard to the same, with a detailed statement of expenses of such investigation. Presented 25th April, 1913.—*Mr. McKenzie.*
Not printed

61 (12*p*). Return to an Order of the House of the 31st March, 1913, for a copy of all charges, correspondence, letters, telegrams, and other documents relative to the dismissal of Rod McLeod, boatman in the customs service at Big Bras D'or, North Cape Breton and Victoria, N.S., and of the evidence taken and of reports of the investigation held by H. P. Duchemin, in regard to the same, with a detailed statement of expenses of such investigation. Presented 25th April, 1913.—*Mr. McKenzie.*
Not printed.

CONTENTS OF VOLUME 27—*Continued.*

61 (12*q*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of D. McLachlin, postmaster at Marble Mountain, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 25th April, 1913.—*Mr. Chisholm (Inverness).. .. ..Not printed.*

61 (12*r*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Abram LeBlanc, postmaster at West Arichat, Richmond County, N.S., and of the evidence taken and reports of investigation held by H. P. Duchemin in regard to the same and a detailed statement of the expenses of such investigation, and a copy of all papers relating to the appointment of his successor. Presented 25th April, 1913.—*Mr. Kyte..... ....Not printed.*

61 (12*s*). Return to an Order of the House of the 11th December, 1912, for a copy of all correspondence, letters, telegrams and other documents relating to the dismissal of Charles J. Lafford, postmaster at Grand Grove, Richmond County, N.S., and of all evidence taken and report of investigation held by H. P. Duchemin in regard to the same; also a detailed statement of the expenses of such investigation. Presented 25th April, 1913.—*Mr. Kyte..... .....Not printed*

61 (12*t*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of W. S. Lawrence, postmaster at Margrave Harbour, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin. in regard to the same; also a detailed statement of the expenses of such investigation. Presented 25th April, 1913.—*Mr Chisholm (Inverness).. .. ..Not printed.*

61 (12*u*). Return to an Order of the House of the 11th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John K. McDonald, postmaster at Whycocomagh, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 25th April, 1913.—*Mr. Chisholm (Inverness).....Not printed*

61 (12*v*). Return to an Order of the House of the 31st March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Captain P. J. Wilcox, from the customs office at Louisburg, Cape Breton South, Nova Scotia, and of evidence taken and reports of investigations held by H. P. Duchemin, in regard to the same. Presented 29th April, 1913.—*Mr. Carroll.*
Not printed

61 (12*w*). Return to an Order of the House of the 31st March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of M. J. McKennon, from the customs office at Glace Bay, Cape Breton South, Nova Scotia, and of evidence taken and reports of investigation held by H. P. Duchemin, in regard to the same. Presented 29th April, 1913.—*Mr. Carvell.....Not printed*

61 (12*x*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Captain John Arsenault, telegraph line repairer at Alder Point, Cape Breton, in the riding of North Cape Breton and Victoria, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to same, and a detailed statement of the expenses of such investigation. Presented 29th April, 1913.—*Mr. McKenzie.*
Not printed.

CONTENTS OF VOLUME 27—*Continued.*

61 (12*y*). Return to an Order of the House of the 9th December, 1912, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Mrs. John Arsenault, telegraph operator at Alder Point, N.S., in the riding of North Cape Breton and Victoria. Presented 2nd May, 1913.—*Mr. McKenzie.*
Not printed

61 (12*z*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Railways and Canals or any department of the government, relating to the dismissal of A. J. Wilkinson, at Mulgrave, N.S. and if there was an investigation, the names of all witnesses examined and a detailed statement of the expenses of such investigation. Presented 2nd May, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (13*a*). Charges made against Mr. H. A. Bayfield, superintendent of dredging, British Columbia.—(*Senate*).. .. ..*Not printed.*

61 (13*b*). Return to an Order of the House of the 31st March, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of H. G. McKay, lighthouse keeper at Bird Island, Big Bras D'or, North Cape Breton and Victoria, and of the evidence taken, and of reports of the investigation held by H. P. Duchemin, in regard to the same, with a detailed statement of expenses of such investigation. Presented 5th May, 1913.—*Mr. McKenzie*.....*Not printed.*

61 (13*c*). Return to an Order of the House of the 10th March, 1913, for a copy of all reports, charges, and correspondence in the office of the Department of Marine and Fisheries relating to charges of political partizanship against Michael O'Brien, lightkeeper at Bear Island, Richmond County, N.S., and of the instructions issued to H. P. Duchemin, commissioner, to investigate the same together with the Commissioner's report and finding thereon, and his expenses of holding such investigations. Presented 7th May, 1913.—*Mr. Kyte*.....*Not printed.*

61 (13*d*). Return to an Order of the House of the 17th February, 1913, for a copy of all correspondence, letters, telegrams, reports, recommendations and other documents bearing on or having relation to the dismissal of J. H. Leduc, as medical port officer of the port of Three Rivers, P.Q. Presented 7th May, 1913.—*Mr. Bureau*..*Not printed.*

61 (13*e*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Patrick Shea, postmaster at Tompkinsville, Guysborough County, N.S. Presented 7th May, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (13*f*). Return to an Order of the House of the 29th January, 1913, for a copy of all complaints and charges made against Elias Rawding, postmaster at Clementsport, Annapolis County, N.S., and of all letters, petitions, telegrams, and other correspondence relating in any way to his dismissal and the appointment of a successor. Presented 7th May, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (13*g*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Charles McLean, postmaster at Strathlorne, Inverness County, Nova Scotia Presented 7th May, 1913.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

61 (13*h*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Angus R. McDonald, postmaster at Broad Cove Chapel, Inverness County, Nova Scotia. Presented 7th May, 1913.—*Mr. Chisholm (Inverness)*.. ..*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (13*i*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of John McPhail, postmaster at Scotsville, Inverness County, Nova Scotia. Presented 7th May, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed.*

61 (13*j*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, telegrams, complaints, petitions or other documents of any kind received by the government, or any member or official thereof, relating to the conduct of J. Morgan, one time postmaster of the village of Ailsa Craig, Ontario, as such, and relating to an investigation into said conduct. Presented 7th May, 1913.—*Mr. Ross.*
Not printed

61 (13*k*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Roderick McLean, postmaster at Kenlock, Inverness County, Nova Scotia. Presented 8th May, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed*

61 (13*l*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Allan Gillis, postmaster at Gillisdale, South West Margaree, Inverness County, Nova Scotia. Presented 8th May, 1913.—*Mr. Chisholm (Inverness).*
Not printed.

61 (13*m*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of David Shaw, postmaster at Marsh Brook, North East Margaree, Inverness County, Nova Scotia. Presented 8th May, 1913.—*Mr. Chisholm (Inverness).*
Not printed.

61 (13*n*). Return to an Order of the House of the 29th January, 1913, for a copy of all papers concerning the investigation and dismissal of Helen Joubert, postmistress at Sayabec, Quebec. Presented 8th May, 1913.—*Mr. Lemieux*.....*Not printed.*

61 (13*o*). Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, letters, and telegrams between the Honourable Postmaster General or the Post Office Department, and any person or persons, relative to the dismissal or the request therefor of D. A. Redmond, until recently postmaster at Brinston, Ontario. Presented 8th May, 1913.—*Mr. Graham*.....*Not printed.*

61 (13*p*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Dan. McEachern, postmaster at McEachern's Mills, Broad Cove Chapel, Inverness County, Nova Scotia. Presented 8th May, 1913.—*Mr. Chisholm (Inverness).*
Not printed.

61 (13*q*). Return to an Order of the House of the 3rd February, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Daniel Dunlop, postmaster at New Campbellton, riding of North Cape Breton and Victoria, N.S., and of the evidence taken and reports of the investigation held by H. P. Duchemin, in regard to same, with a detailed statement of expense of such investigation. Presented 8th May, 1913.—*Mr. McKenzie*.....*Not printed.*

61 (13*r*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Arthur Armstrong, postmaster at Greenfield, Carleton County, N.B. Presented 8th May, 1913.—*Mr. Carvell*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (13*s*). Return to an Order of the House of the 3rd February, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Alex. Matheson, postmaster at Boulardarie Centre, north riding Cape Breton and Victoria. Presented 8th May, 1913.—*Mr. McKenzie*.....*Not printed.*

61 (13*t*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Arthur Talbot, late postmaster at Robertsville, County of Megantic, Province of Quebec. Presented 8th May, 1913.—*Mr. Pacaud*.....*Not printed.*

61 (13*u*). Dismissal of N. C. Lyster, late postmaster at Lloydminster, Sask.—(*Senate*). *Not printed.*

61 (13*v*). Return to an Order of the House of the 2nd April, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of Mrs. Maggie Cameron, postmistress at Achosnach, Inverness County, Nova Scotia. Presented 9th May, 1913.—*Mr. Chisholm (Inverness)*.. .. .. ..*Not printed.*

61 (13*w*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of David Fraser, postmaster at North East Margaree, Inverness County, Nova Scotia. Presented 9th May, 1913.—*Mr. Chisholm (Inverness)*.. .. .. ..*Not printed.*

61 (13*x*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal and retention of W. Stayley Porter, postmaster, Port Maitland, Yarmouth County, N.S., and of the evidence taken and report of investigation held by Charles Lane, in regard to the same; also a detailed statement of expenses of such investigation. Presented 9th May, 1913.—*Mr. Law*.....*Not printed*

61 (13*y*). Return to an Order of the House of the 29th January, 1913, for a copy of all charges, telegrams and other documents relating to the dismissal of Alex. McQueen, postmaster at Kowstoke, Inverness County, Nova Scotia, and of the evidence taken and report of investigation held by H. P. Duchemin, in regard to the same; also a detailed statement of the expenses of such investigation. Presented 9th May, 1913.—*Mr. Chisholm (Inverness)* .. ..*Not printed.*

61 (13*z*). Return to an Order of the House of the 3rd February, 1913, for a return showing the number of employees of the Department of Public Works who have been dismissed in the County of Berthier since the 21st September, 1911, giving the names of the said employees; if an inquiry was held in each case; on whose recommendation, in each case, these dismissals were made; the names of those appointed successors to these persons and on whose recommendation. Presented 12th May, 1913.—*Mr. Beland* *Not printed.*

61 (14*a*). Return to an Order of the House of the 10th February, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents in connection with the dismissal and retention of Jesse L. Morton, postmaster at Lower Argyle, N.S., and of the evidence taken and report of the investigation held by Mr. Lane, in regard to the same, also a detailed statement of the expenses of such investigation. Presented 20th May, 1913.—*Mr. Law*.....*Not printed*

61 (14*b*). Return to an Order of the House of the 10th February, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents in connection with the dismissal of Mrs. M. C. Gaudet, postmistress at West Pubnico, Yarmouth County, N.S., and of the evidence taken and report of the investigation held by Mr. Lane, in regard to same, and also a detailed statement of the expenses of such investigation Presented 20th May, 1913.—*Mr. Law*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (14*c*). Return to an Order of the House of the 28th April, 1913, for a copy of all charges, correspondence, telegrams, and other documents relative to the dismissal of John P. McKinnon, section foreman on the Intercolonial railway at Shubenacadie, in the riding of North Cape Breton and Victoria, N.S. Presented 20th May, 1913.—*Mr. McKenzie*.....*Not printed.*

61 (14*d*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Mary A. Bohan, as postmistress at Bath, Carleton County, N.B. Presented 21st May, 1913.—*Mr. Carvell*.....*Not printed.*

61 (14*e*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Edward Lafferty, postmaster at Benton, Carleton County, N.B. Presented 21st May, 1913.—*Mr. Carvell*.....*Not printed.*

61 (14*f*). Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, telegrams, evidence and other documents regarding the dismissal of Dennis McGaffigan, postmaster at Florenceville, Carleton County, N.B. Presented 21st May, 1913.—*Mr. Carvell*.....*Not printed.*

61 (14*g*). Return to an Order of the House of the 27th January, 1913, for a copy of all correspondence and documents bearing upon any change made or asked for in the employees of the Department of Marine and Fisheries in the County of Bonaventure between 5th December, 1912, up to date. Presented 27th May, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

61 (14*h*). Return to an Order of the House of the 15th January, 1913, for a copy of all charges, correspondence, letters, telegrams and other documents relating to the dismissal of J. A. McKenzie, postmaster at Ashfield, Inverness County, N.S. Presented 2nd June, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed.*

61 (14*i*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, reports and other papers and documents in the possession of the Post Office Department, or any department of the government, relating to the dismissal of James Bowles, postmaster at Alder River, N.S., and if there was an investigation, the names of all the witnesses examined, a copy of the evidence, and a detailed statement of the expense of such investigation. Presented 2nd June, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (14*j*). Return to an Order of the House of the 21st April, 1913, for a copy of all correspondence, complaints, reports, recommendations, petitions, certificates and other documents relating to the dismissal of Mr. Edmund Lacroix, as postmaster of the Parish of St. Joseph du Lac, County of Two Mountains, and the appointment of Rodrique Larocque, of the same place as postmaster. Presented 2nd June, 1913.—*Mr. Ethier*.....*Not printed*

61 (14*k*). Return to an Order of the House of the 26th May, 1913, for a copy of all papers, letters, documents, reports and inquiry, relating to the lighthouse keeper of the Parish of Repentigny, County of L'Assomption. Presented 3rd June, 1913.—Mr. *Seguin*.....*Not printed.*

61 (14*l*). Return to an Order of the House of the 16th April, 1913, for a copy of all papers, documents, evidence, reports, &c., relating to the dismissal of B. C. Kanock, late shipping master at Lunenburg, N.S. Presented 4th June, 1913.—*Mr. McLean (Halifax)*. *Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

61 (14*m*). Return to an Order of the House of the 3rd March, 1913, for a copy of all complaints, accusations, correspondence, petitions and telegrams, respecting the dismissal of Ulric Thibaudeau, agent for pilots at Quebec, and of all documents respecting the appointment of his successor, such as petitions, letters of recommendation, &c., and of the evidence and report made after the inquiry held by the inquiring commissioner; and also a detailed statement of the expenses caused by this inquiry. Presented 4th June, 1913.—*Mr. Delisle*.....*Not printed.*

61 (14*n*). Supplementary return to an Order of the House of the 20th January, 1913, for a return showing the names of all officials of the Marine and Fisheries Department who have been dismissed or removed in the County of Pictou, the reasons of the same, the evidence taken at any investigation held in regard to them, and the reports of said investigations, the names of their successors, and a copy of all letters, charges, complaints and recommendations from any person or persons in regard to the said removals or dismissals, or in regard to the appointment of their successors. Presented 4th June, 1913.—*Mr. Macdonald*.....*Not printed.*

61 (14*o*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department, or any department of the government relating to the dismissal of Captain Freeman Myers, postmaster at Cole Harbour, Guysborough County, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 4th June, 1913.—*Mr. Sinclair.*

Not printed

61 (14*p*). Return to an Order of the House of the 4th December, 1912, for a return showing all public officers removed by the present government in the district of St. James, Montreal, together with the names and duties of such persons, the reasons of their dismissal, the nature of the complaints brought against them, and a copy of all correspondence relating thereto, and of reports of inquiries in the cases where such have been held. Presented 4th June, 1913.—*Mr. Lapointe (Montreal)*.....*Not printed*

61 (14*q*). Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a return showing all the employees of the Dominion government in the constituency of Edmonton, dismissed between 10th of October, 1911, and 21st of November, 1912, the salary being paid to such employee at the time of his dismissal, together with a copy of all correspondence, recommendations to council, orders in council, and all other papers or documents in any way connected with such dismissals. Presented 4th June, 1913.—*Mr. Oliver*.....*Not printed.*

61 (14*r*). Return to an Order of the House of the 4th December, 1912, for a return showing the names of all officials in the district of Sunbury and Queens, who have been dismissed or removed from office since September, 1911, the reason for such dismissal or removal, the evidence taken at any investigation held in regard to them, the reports upon such investigations, the name of any successor appointed in place of dismissed officials, and a copy of all letters, charges, complaints and recommendations in regard to the said removals or dismissals, or in regard to the appointment of their successors. Presented 4th June, 1913.—*Mr. McLean (Sunbury)*.....*Not printed.*

61 (14*s*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Marine and Fisheries, or any department of the government relating to the dismissal of Levi Munroe, harbour master at

CONTENTS OF VOLUME 27—*Continued.*

White Head, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 4th June, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (14*t*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department, or any department of the government, relating to the dismissal of Stanford Langley, postmaster at Isaac Harbour North, N.S., and if there was an investigation the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 5th June, 1913.—*Mr. Sinclair*.....*Not printed.*

61 (14*u*). Return to an Order of the House of the 24th February, 1913, for a copy of all letters, telegrams, correspondence, charges, evidence, reports, and other documents relating to the dismissal of Hugh R. McAdam as postmaster at Arisaig, N.S., and the appointment of Reverend Daniel L. Macdonald as his successor. Presented 5th June, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

61 (14*v*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Post Office Department, or any department of the government, relating to the proposed dismissal of J. J. McNeil, at Grant's Lake, N.S., and if there was an investigation, the names of the witnesses examined and a detailed statement of the expenses of such investigation. Presented 5th June, 1913.—*Mr. Sinclair*.....*Not printed*

61 (14*w*). Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, evidence, reports and other papers and documents in the possession of the Department of Railways and Canals, or any department of the government, relating to the dismissal of Alex. McInnis, car inspector of the Intercolonial railway at Mulgrave, N.S., and if there was an investigation, the names of all witnesses examined, a copy of the evidence, and a detailed statement of the expenses of such investigation. Presented 6th June, 1913.—*Mr. Sinclair*..*Not printed.*

61 (14*x*). Return to an Order of the House of the 28th April, 1913, for a copy of all charges, correspondence, telegrams, and other documents relative to the dismissal of Archibald McDonald, bridge tender on the Intercolonial railway at Grand Narrows, Iona, riding of North Cape Breton and Victoria, N.S. Presented 6th June, 1913.—*Mr. McKenzie*.....*Not printed.*

61 (14*y*). Names of all officials dismissed in Shelburne and Queens from 1st December, 1896.—(*Senate*).....*Not printed.*

62. Return to an Order of the House of the 4th December, 1912, for a return showing the number of all contracts cancelled in the County of Bonaventure since the 1st of October, 1911; the names of the contractors, the prices paid to them, the reasons for the cancellation in each case; and a copy of any investigations and reports had into the causes of such cancellations, the names of the new contractors and the prices paid to them in each case. Presented 14th January, 1913.—*Mr. Marcil (Bonaventure)*. *Not printed.*

62*a*. Return to an Order of the House of the 5th December, 1912, for a return showing the number of rural mail delivery routes that have been established in Canada since the 1st January, 1912, in each province and county, respectively. Presented 14th January, 1913.—*Mr. Lemieux*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

62*b*. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, letters, telegrams, complaints and other documents relating to the cancelling of the contract for conveying His Majesty's mails, entered into on the 1st day of January, 1912, between the Honourable Postmaster General and Mr. J. C. Beeman, of Guthrie, County of Missisquoi; together with the reason for the cancellation of this contract, the price paid to Mr. Beeman, the name of the present contractor and the price paid to him. Presented by Hon. Mr. Pelletier.—*Mr. Kay*.....*Not printed.*

62*c*. Return to an Order of the House of the 11th March, 1912, for a copy of all letters, requests, memorandums, tenders and other documents in the possession of the Post Office Department relating to the calling for tenders and the granting of the contract now in force for the carrying of the mail between Sorel and Ste. Victoire, County of Richelieu. Presented 20th January, 1913.—*Mr. Cardin*.....*Not printed.*

62*d*. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, letters, telegrams, tenders, bonds, agreements, contracts and other documents in the possession of the Post Office Department relating to the letting of the contract for carrying the mails between Heatherton and Guysborough, in the year 1912; and also relating to any temporary agreement entered into prior to the date of letting such contract. Presented 21st January, 1913.—*Mr. Sinclair*.....*Not printed*

62*e*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters and other documents relating to the establishment of a rural mail service between Saltsprings and West River Station, in the County of Pictou, in the year 1912. Presented 17th February, 1913.—*Mr. Macdonald*.....*Not printed.*

62*f*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, and other documents relating to the establishment of a rural mail delivery service between Merigonish Station, County of Pictou, and Arisaig, in the County of Antigonish, in the year 1912. Presented 17th February, 1913.—*Mr. Macdonald.*
Not printed

62*g*. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, letters, telegrams and reports regarding the termination of H. D. Decoste's contract for carrying the mails between Linwood Station and Linwood post office and the making of a new contract with D. Delorey, from the 1st January, 1913. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

62*h*. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, complaints, recommendations, telegrams and reports bearing on the railway mail service in Bonaventure County from October, 1911, up to date, and on the appointment and dismissal of officers in such connection, with the names, residences, salaries and duties, as well as of all documents bearing on the suspension of the railway mail service during the period mentioned, as well as a copy of all documents referring to agreements made to meet such a contingency during the coming winter. Presented 25th March, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

62*i*. Return to an Order of the House of the 9th December, 1912, for a copy of all tenders received and the contracts entered into for the carrying of the mails between St. Andrew and Beauley, County of Antigonish, and of all letters, telegrams and correspondence on file in the Post Office Department containing any recommendation or advice regarding the awarding of such contract, or in any way referring thereto. Presented 26th March, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

62*j*. Return to an Order of the House of the 3rd February, 1913, for a return showing what changes, if any, have been made in the contracts for the carrying of the mails in the County of Berthier, since the 21st September, 1911; in what parishes, on what date, and for what reason; to whom have the new contracts been granted, and if a tender was asked for in each case. Presented 14th April, 1913.—*Mr. Béland.*
Not printed

62*k*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, bonds, reports and other papers and documents in the possession of the Post Office Department, or any department of the government, relating to the letting of the mail contract between Guysborough and Charlos Cove, County of Guysborough, N.S., during the year 1912. Presented 28th April, 1913.—*Mr. Sinclair.*
Not printed.

62*l*. Return to an Order of the House of the 14th April, 1913, showing the names of the various railway mail clerks employed, respectively, on the Montreal and Quebec divisions and the date of the appointment and residence of each. Presented 7th May, 1913.—*Mr. Bureau* .....*Not printed.*

62*m*. Return to an Order of the House of the 9th April, 1913, for a copy of the contract entered into by the Post Office Department with the Ontario Equipment Company of Ottawa relating to the purchase of locks for mail bags. Presented 7th May, 1913.—*Mr. Carvell* .....*Not printed.*

62*n*. Return to an Order of the House of the 7th April, 1913, for a copy of all correspondence, telegrams, &c., exchanged between the Honourable the Postmaster General and Dr. Faucher, of Quebec, concerning the purchase of a certain patented lock for mail bags. Presented 7th May, 1913.—*Mr. Lapointe (Kamouraska)*.. .. .. ..*Not printed.*

62*o*. Return to an Order of the House of the 7th April, 1913, for a copy of all correspondence, telegrams, &c., exchanged between the Honourable the Postmaster General and Mr. Aimé Dion, advocate of Quebec, concerning the purchase of a certain patented lock for mail bags. Presented 7th May, 1913.—*Mr. Verville*.....*Not printed.*

62*p*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, petitions, telegrams, complaints, reports, bonds of indemnity, and all other papers and documents in the possession of the Post Office Department, or any department of the government, relating to the contract for carrying the mails between Linwood or some point of the Intercolonial railway, County of Antigonish, N.S., and Grosvenor, County of Guysborough, N.S. Presented 9th May, 1913.—*Mr. Sinclair*....*Not printed.*

62*q*. Return to an Order of the House of the 24th April, 1913, for a return showing the full names of the mail carriers in the County of Vaudreuil and Soulanges; between what place they perform the service; the distance between each of these places; the amount of each carrier's contract, and the amount the government paid for the carriage of the mail in these different places before September, 1911. Presented 16th May, 1913.—*Mr. Boyer*.....*Not printed.*

62*r*. Return to an Order of the House of the 7th May, 1913, for a return showing the number of post offices in Yarmouth County, Nova Scotia, not served with daily mail, giving the names and the number of times per week served. Presented 20th May, 1913. —*Mr. Law*..... ..... *Not printed.*

62*s*. Return to an Address to His Excellency the Administrator of the 7th April, 1913, for a copy of all orders in council, reports of experts and contracts, in connection with

CONTENTS OF VOLUME 27—*Continued.*

the different purchases of rural mail delivery boxes made by the Post Office Department since 1908, until 1st January, 1912. Presented 21st May, 1913.—*Mr. Lemieux.* *Not printed.*

62*t*. Return to an Order of the House of the 12th May, 1913, for a return giving the names of the post offices and of the postmasters in the Counties of Soulanges and Vaudreuil. Presented 21st May, 1913.—*Mr. Boyer*.....*Not printed.*

62*u*. Return to an Order of the House of the 5th December, 1912, for a copy of all letters, telegrams, petitions and other documents relating to the establishment of rural mail delivery routes in the County of Pictou since the 1st October, 1911, with a statement of all routes applied for, of routes established and of those refused, and the reason for their refusal. Presented 2nd June, 1913.—*Mr. Macdonald*.....*Not printed.*

62*v*. Return to an Order of the House of the 31st March, 1913, for a copy of all correspondence concerning the purchase of new locks for mail bags by the Post Office Department from the Ontario Equipment Company. Presented 4th June, 1913.—*Mr. Carvell.* *Not printed.*

62*w*. Return to an Order of the House of the 17th February, 1913, for a copy of all correspondence, letters, telegrams, memoranda, tenders, bonds and all other documents relative to the contract for the carrying of the mail between the post office and Canadian Pacific Railway station at Three Rivers and vice versa, since the eleventh day of October, 1911, to date. Presented 4th June, 1913.—*Mr. Tobin*.....*Not printed.*

62*x*. Return to an Order of the House of the 21st April, 1913, for a copy of all correspondence, telegrams, complaints, affidavits, reports, recommendations, requests, certificates, contracts and other documents relating to the cancelled contract of M. E. Bougie, for carrying the mails between the post office and railway station at Bromptonville, Quebec. Presented 4th June, 1913.—*Mr. Bureau*.....*Not printed.*

63. Return to an Order of the House of the 4th December, 1912, for a return showing all the new post offices opened in the County of Bonaventure, since October, 1911, up to date, and a copy of the correspondence in connection therewith, together with the names of such post offices and postmasters, and the location of such offices; and also a copy of all papers asking for such offices. Presented 14th January, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

64. Return to an Order of the House of the 9th December, 1912, for a copy of all petitions, correspondence, memoranda, recommendations and other papers or documents in the possession of the Department of Marine and Fisheries relating to the proposals to supply medicine or medical attendance free, or otherwise, to Canadian boat fishermen. Presented 14th January, 1913.—*Mr. Sinclair*.....*Not printed.*

65. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, petitions, complaints, memoranda, reports and investigations regarding the service performed by the steamer *Canada*, owned by the Inter-Provincial Navigation Company of Fraserville, Quebec, since October, 1911, up to date, and also of all documents bearing on the present contract with the Department of Trade and Commerce, or the renewal or extension thereof. Presented 14th January, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

66. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, telegrams, letters, &c., relating to the matter of the establishment of a lobster hatchery at Spry Bay, Halifax County, N.S. Presented 14th January, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

67. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, telegrams, &c., between the Department of Trade and Commerce and any company, person or persons, relative to the continuance and payment of a subsidy towards a steamship service between St. John, N.B., and Bear River, N.S., for the fiscal year 1912, and performed during the fiscal year 1911. Presented 17th January 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

67*a*. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, documents, memoranda, letters, telegrams and documents bearing on a request for a subsidy for a steam service between Bonaventure, Quebec, or any other part of Bonaventure County and Bathurst, New Brunswick, or any other part of Gloucester County, New Brunswick, and between New Richmond, Quebec, and Dalhousie, New Brunswick, and between Carleton and Miguasha, Quebec, and Dalhousie, New Brunswick, or Campbellton, New Brunswick, or both, as well as a copy of all replies made for such subsidies and this since October, 1911, to date. Presented 14th January, 1913. *Mr. Marcil (Bonaventure)*.....*Not printed.*

67*b*. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all advertisements, tenders, contracts, orders in council memoranda, papers, letters and correspondence in any way relating to a subsidized steamship service between Canadian ports and any ports of the British West Indies, or any proposed improvement or extension of such steamship service since 1st November, 1911 to the present time. Presented 15th January, 1913.....*Not printed.*

67*c*. Return to an Order of the House of the 4th December, 1912, for a copy of all reports made by officials of the Department of Railways and Canals on the Quebec and Oriental railway, and the Atlantic, Quebec and Western railways, together with a statement of the subsidies paid such railways since October, 1911, up to date, and a copy of all correspondence in that connection. Presented 17th January, 1913.—*Mr Marcil (Bonaventure)*.....*Not printed*

67*d*. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence between the Minister of Railways or any other member of the government and any person regarding the acquisition by the government of Canada of the Quebec Oriental railway, formerly the Atlantic and Lake Superior railway, and the Atlantic, Quebec and Western railway, or both. Presented 27th January, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

67*e*. Return to an Order of the House of the 29th January, 1913, for a copy of the report made to the Minister of Railways and Canals by the party of government engineers who inspected the Quebec and Saguenay railway during December, 1912, January, 1913. Presented 27th February, 1913.—*Mr. Lemieux*.....*Not printed.*

67*f*. Return to an Order of the House of the 17th February, 1913, for a copy of all reports made by any engineers or accountants to the Minister of Railways and Canals on the usefulness of the Atlantic, Quebec and Western railway and the Quebec Oriental railway, to the Intercolonial railway as branch lines or feeders. Presented 27th February, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

67*g*. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, documents, petitions, orders in Council, memoranda, correspondence, &c., by and between the government of Canada or any member thereof, and the government of the province of British Columbia, or any member thereof, since 1st May, 1912, relating to the subject to an increase of the provincial subsidy to the said province. Presented 16th April, 1913.—*Mr. Maclean (Halifax).*

Printed for sessional papers.

CONTENTS OF VOLUME 27—*Continued.*

67*h*. Return to an Address to His Royal Highness the Governor General of the 20th January, 1913, for a copy of all documents and memorials of the government of British Columbia presenting claims for additional provincial subsidies, and of all correspondence and orders in council on the same. Presented 16th April, 1913.—*Sir Wilfrid Laurier*.....*Printed for sessional papers.*

67*i*. Copy of agreement made with the several provinces as to the expenditure of the subsidies granted under the Agricultural Aid Act, and statement showing the purposes for which said subsidies are to be expended. Presented 6th June, 1913, by Hon. Mr Pardee.....*Not printed*

68. Copies of general orders promulgated to the militia for the period between 2nd November, 1911, and 5th Novmber, 1911. Presented by Hon. Mr. Hughes, 14th January, 1913. *Not printed.*

69. Return to an Address to His Excellency the Right Honourable Sir Charles Fitzpatrick, P.C., &c., administrator, of the 31st March, 1913, for a copy of all papers, documents, petitions, letters, telegrams, orders in council and other papers and documents in possession of the Department of Customs, relating to the duty payable on twine used for fishing purposes, and especially relating to the construction placed upon item 682 of the Customs Tariff. Presented 23rd May, 1913.—*Mr. Sinclair*.....*Not printed.*

70. Return to an Order of the House of the 30th November, 1912, for a return showing:—

1. The date when the present Canadian Pure Food Act, now known as the Adulteration Act, R.S.C., was enacted.

2. What foods, beverages or drugs have standards of strength and purity under the Act been fixed, and what are the dates when such standards become operative.

3. What foods, beverages or drugs have standards of strength and purity been prepared and recommended from time to time by the chief analyst, which have not been put in force, and why were such standards not put in force.

4. How many cases of adulteration together with cases which show standards of quality below those required by the Adulteration Act, have been ascertained by the Dominion analyst since the said Act came into operation.

5. In how many of such cases did prosecutions under the Act or under the Criminal Code follow, and in how many cases were convictions secured. Presented 14th January, 1913.—*Mr. McDonnell*.....*Not printed.*

71. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, negotiations, proposals in writing and other papers and documents in the possession of the government, or any department thereof, relating to reciprocity in trade with the United States, bearing date between the 1st day of January, 1890, and the 31st day of December, 1892. Presented 14th January, 1913.—*Mr. Sinclair.* *Not printed*

72. Return to an Order of the House of the 4th December, 1912, for a copy of all letters, telegrams, &c., exchanged between the member for Bellechasse County and the Minister of Agriculture and the Postmaster General, concerning the appointment of an additional physician at the quarantine station of Grosse Ile. Presented 14th January, 1913.—*Mr. Lemieux*.....*Not printed.*

72*a*. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, documents, recommendations and reports concerning the appointment of Doctor Pomminville, to the position of surgeon of the St. Vincent de Paul penitentiary, replacing Doctor A. Allaire. Presented 24th January, 1913.—*Mr. Wilson (Laval)*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

72*b*. Return to an Order of the House of the 10th December, 1912, for a copy of all letters, telegrams, correspondence and other documents relating to the appointment of Charles W. Hatfield, fishery officer on the Tusket River, Yarmouth County, N.S. Presented 27th January, 1913.—*Mr. Law*.....*Not printed.*

72*c*. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, letters, requests, telegrams and other documents relating to the appointment of Louis Nadeau as postmaster at Ste. Christine, County of Bagot. Presented 4th February, 1913.—*Mr. Marcil*.....*Not printed.*

72*d*. Return to an Order of the House of the 29th January, 1913, for a copy of all orders letters, telegrams and other documents in connection with the appointment of Lt.-Col. Warburton, as administrative medical officer at the Charlottetown camp in 1912, and of all letters and telegrams asking for a change in the said appointment, and of all orders and other documents relating to his being superseded, and to the appointment of his junior, Lt.-Col. Jenkins, in his place. Presented 13th February, 1913.—*Mr. Macdonald*.....*Not printed.*

72*e*. Return to an Order of the House of the 27th January, 1913, for a copy of all documents, letters, correspondence, recommendations, reports, &c., relating to the appointment of Mr. J. Begin as manager of the experimental farm at Ste. Anne de la Pocatière. Presented 13th February, 1913.—*Mr. Lapointe (Kamouraska)*....*Not printed.*

72*f*. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence exchanged between Dr. Marcotte, M. Lavallée, M.P., the Honourable the Postmaster General and the Minister of Agriculture, concerning the appointment of an additional medical officer at Grosse Isle quarantine station. Presented 19th February, 1913.—*Mr. Lemieux*.. .. ..*Not printed.*

72*g*. Return to an Order of the House of the 3rd March, 1913, for a copy of all letter , telegrams, recommendations and other papers in connection with the appointment of John Macdonald as Inspector of Inland Revenue for the Maritime Provinces, and of all letters, telegrams, applications, recommendations and other papers received from any other person or persons relative to the applications of other persons for the position. Presented 17th March, 1913.—*Mr. Macdonald*.....*Not printed.*

72*h*. Return to an Order of the House of the 17th February, 1913, for a copy of all letters, petitions, telegrams, recommendations and other papers and documents, in the possession of the Department of Marine and Fisheries, or any department of the government, relating to the appointment of F. W. Kelley, M.D., as port physician at Bridgewater, N.S. Presented 18th March, 1913.—*Mr. Law*.....*Not printed*

72*i*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a return showing all appointments to office under the Dominion government in the constituency of Edmonton from 10th October, 1911, to 21st November, 1912, with a statement of the salaries in each case, together with a copy of all correspondence, recommendation to council, orders in council, and all other papers or documents in any way connected with such appointments. Presented 28th March, 1913.—*Mr. Oliver* .....*Not printed.*

72*j*. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, recommendations, reports, memoranda and other documents bearing on the appointment of a general foreman, or other permanent or temporary officials, of the Department of Public Works in the County of Bonaventure since October, 1911, up to date, with the names, residences, duties and salaries of such appointees. Presented 2nd May, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

72*b*. Appointment of Mr. McCloskie as postmaster at Waukau, British Columbia.—*Senate*. *Not printed.*

73. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a return showing all changes made in the Customs Tariff of Canada by order in council since the close of last session of parliament. Presented 14th January, 1913.....*Not printed.*

74. Return to an Order of the House of the 9th December, 1912, for a return showing the quantity and value of molasses of cane, as defined in tariff item No. 137a, imported into Canada for the fiscal year ending 31st March, 1912, from each island of the British West Indies, which are parties to the Canada-West India Trade Agreement. Presented 14th January, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

75. Letter of the Honourable F. D. Monk, M.P., to the Right Honourable the Prime Minister, resigning his position as Minister of Public Works, and the letter of the Prime Minister in acknowledgment thereof. Presented by Hon. Mr. Borden, 14th January, 1913.....*Not printed.*

75*a*. Return to an Order of the House of the 26th May, 1913, for a copy of all letters, reports, documents and all other communications relating to the appointment of Colonel Crowe as Commandant of the Royal Military College and to his resignation of said position, or to the extension of his term of service or to the termination thereof, and of all papers or letters passing between the minister and Colonel Crowe, relative to his resignation or the failure to extend his term of service. Presented 3rd June, 1913.—*Mr. Macdonald*.....*Not printed*

75*b*. Return to an Order of the House of the 26th May, 1913, for a copy of all letters, reports, complaints and other communications and documents which passed between General McKenzie and the Minister of Militia or his department, previous to, and which led up to the resignation of General McKenzie; and also a copy of said resignation, and the reply of the minister thereto, and of any and all communications had with the War Office thereto, and of all other papers and documents in connection therewith. Presented 4th June, 1913.—*Mr. Macdonald*.....*Not printed.*

76. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, letters, telegrams, complaints and reports, bearing on the delay in the payment of census enumerators in the County of Bonaventure, in connection with the last census, together with the names, residences, amounts, and dates of payment. Presented 15th January, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

77. Report of departmental commission on the official statistics of Canada. Presented 15th January, 1913 .....*Printed for distribution only.*

78. Return to an Order of the House of the 18th March, 1912, for a copy of all correspondence in the possession of the Postmaster General respecting the change of name of Broderick post office in the Province of Saskatchewan, to St. Aldwyn. Presented 15th January, 1913.....*Not printed.*

78*a*. Return to an Order of the House of the 30th November, 1911, for a copy of all papers, telegrams, letters, &c., between the Postmaster General and any other person respecting the closing or removal of the present post office at Spry Bay, Halifax County. Presented 20th January, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

79. Report of the commissioner Dominion Police Force, for the year 1912. Presented by Hon. Mr. Foster, 15th January, 1913.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

80. Return to an Order of the House of the 9th December, 1912, for a copy of all correspondence, complaints, reports and all documents relating to the cancelling of lease No. 18778, consented to by the Honourable Minister of Railways and Canals, to Aurile Lebeuf, on the 12th December, 1910.—Presented 16th January, 1913.—*Mr. Papineau.*
Not printed

81. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of all orders in council passed since 1st October, A.D. 1911, relating to the Board of Management of the Government Railways of Canada, or of any other member thereof, or in any way affecting the same, or any official of the Intercolonial Railway, as regards the duties to be performed or the powers to be exercised by the said Board or any member thereof, or by any such official, together with a copy of all recommendations, letters, applications, instructions, or other correspondence, in any manner relating thereto or having regard to the said orders in council as to the management of the Intercolonial railway. Presented 17th January, 1913.—*Mr. Emmerson*..... ....*Not printed*

81*a*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1912, for a copy of a certain Order in Council issued during the current year by which certain official reports formerly made to Board of Management of the Intercolonial Railway have been ordered in future to be made to Mr. F. P. Brady. Presented 17th January, 1913.—*Mr. Sinclair*.....*Not printed.*

82. Return to an Order of the House of the 5th December, 1912, for a copy of all papers, including surveys, tenders, and every other record, or document in the possession of the Department of Railways and Canals or any other department of the government relating to the building of a line of railway from Estmere, County of Victoria, Province of Nova Scotia, to the town of Baddeck in the same county. Presented 17th January, 1913.—*Mr. McKenzie*..... .....*Not printed.*

83. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all documents, papers, tenders, contracts, orders in council and correspondence in connection with the supply of castings for and the purchase of scrap iron from the eastern division of the Intercolonial Railway since 1st May, 1912. Presented 17th January, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

83*a*. Return to an Order of the House of the 9th December, 1912, for a return showing the names of the employees on the dining cars of the Intercolonial Railway and the nature of their employment; and also of the employees on the Pullman cars of the Intercolonial Railway and the nature of their employment. Presented 17th January, 1913.—*Mr. Boulay*..... ....*Not printed.*

83*b*. Return to an Order of the House of the 9th December, 1912, for a copy of all papers documents, telegrams, letters, &c., relating to a strike of temporary employees of the Intercolonial Railway at Halifax, in August, 1912. Presented 27th January, 1913.—*Mr. Mclean (Halifax)*..... .....*Not printed.*

83*c*. Return to an Order of the House of the 10th December, 1912, for a copy of all evidence plans, reports, correspondence, &c., respecting an inquiry held concerning an accident on the Intercolonial Railway at St. André de Kamouraska on 7th October, 1912, caused by train No. 33, the maritime express going west. Presented 27th January, 1913.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*

83*d*. Return to an Order of the House, of the 29th January, 1913, for a copy of the evidence taken at the inquiry held in the month of November, 1912, by Mr. MacDonald

CONTENTS OF VOLUME 27—*Continued.*

superintendent of the Intercolonial at Lévis, in reference to Alfred Laugnay, an employee of the Intercolonial at St. Charles, County of Bellechasse. Presented 27th February, 1913. *Mr. Lapointe (Kamouraska)*.....*Not printed.*

83*e*. Return to an Order of the House of the 19th February, 1913, for a copy of all telegrams, letters, petitions, reports of engineers, plans, surveys, and other documents in the possession of the Department of Railways and Canals, and having been received since 1st January, 1912, relating to the construction of a branch line of the Intercolonial Railway into Guysborough County. Presented 18th March, 1913.—*Mr. Sinclair*.....*Not printed.*

83*f*. Return to an Order of the House of the 24th February, 1913, for a copy of all petitions, resolutions, letters, telegrams and correspondence, relating to free or reduced transportation of hay over the Intercolonial Railway for the farmers of Antigonish County, Nova Scotia, and also of the evidence taken and report made as to the shortage of hay in that and other of the eastern counties of Nova Scotia. Presented 18th March, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

83*g*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters telegrams, tenders, acceptances of tenders, cancellation of tenders and other papers and documents in the possession of the Department of Railways and Canals, or any department of the government, bearing date after 1st July, 1912, relating to the supply of ice for the use of the Intercolonial Railway at Mulgrave, N.S. Presented 18th March, 1913.—*Mr. Sinclair*.....*Not printed.*

83*h*. Return to an Order of the House of the 12th February, 1913, for a copy of all letters correspondence, petitions and other documents, on file in the Department of Railways and Canals, or in the office of the Intercolonial Railway at Moncton, relating or in any way appertaining to the new public wharf at Sackville, N.B., and the necessity of establishing in the interest of the traffic of the Intercolonial Railway, and of the shipping and trade facilities of Sackville, and of the commerce of communities adjacent thereto, rail connections between the said wharf and the main line of the said railways at Sackville station; also of all letters and other communications received by the chairman or vice-chairman of the Government Railways Managing Board, or by any official of the said railway, relating in any manner to the said subject, received by them or any of them during the years 1911, 1912 and 1913. Presented 19th March, 1913.—*Mr. Emmerson*.....*Not printed*

83*i*. Return to Order of the House of the 19th March, 1913, for a return showing who the tenderers were, and the amount of each tender for the supply of castings for the Intercolonial Railway during the present year. Presented 28th March, 1913.—*Mr. Macdonald*.....*Not printed.*

83*j*. Return to an Order of the House of the 19th March, 1913, for a return showing how many kegs of nails were purchased in 1912 for the Intercolonial Railway; the prices paid therefor in each case; whether tenders were invited in the case of each purchase and, if so, who the respective tenderers were and the prices submitted; to whom were the contracts awarded in each case. Presented 28th March, 1913.—*Mr. Murphy.*
Not printed.

83*k*. Return to an Order of the House of the 19th March, 1913, for a return showing the amounts received by the Intercolonial Railway for freight and passengers respectively for each of the twelve months of the calendar years 1910, 1911 and 1912, at the following stations:—Montreal, Halifax, St. John, Sydney, Truro, Moncton, New Glasgow

CONTENTS—VOLUME 27—*Continued.*

and Amherst; also, the total receipts of the said railway for freight and passenger respectively during each of the said years. Presented 28th March, 1913.—*Mr. Rhodes.*
Not printed.

83*l*. Return to an Order of the House of the 20th January, 1913, for a copy of all letters, correspondence, telegrams, representations, requests and reports on file in the Department of Railways and Canals, or in the offices of the Intercolonial Railway at Moncton, or among the records of the Government Railways Managing Board, or in the office of the assistant chairman of the Government Railways Managing Board, relating to or in any way connected with the water supply system at Dorchester station on the Intercolonial railway, or relating to the absence of and the total failure to provide a supply of water for drinking or other purposes at that station, or in connection with the dwelling of the station agent in the Station House; and also of all correspondence, letters, requests, recommendations and reports relating to the alleged necessity of additional clerical or other help or assistance at the station. Presented 21st April, 1913.—*Mr. Emmerson*.....*Not printed.*

83*m*. Return to an Order of the House of the 12th February, 1913, for a copy of all correspondence, letters, telegrams, reports and other papers on file in the Department of Railways and Canals, or in the offices of the Intercolonial Railway at Moncton, relating to M. L. Tracy, an employee of the mechanical department of the Intercolonial during the years 1899 and 1900, and of all letters and correspondence relating to the case of the said M. L. Tracy, passing between the then Minister of Railways and Canals and any of the officials of the railway, during those years; also a copy of the letters of D. Pottinger, then general manager, the late James E. Price, then general superintendent, and the late M. Jarvis, then a divisional superintendent of said railway, relating to the same subject during the said period of 1899 and 1900. Presented 21st April, 1913.—*Mr. Emmerson*.....*Not printed.*

83*n*. Return to an Order of the House of the 3rd March, 1913, for a statement of all amounts collected by the Intercolonial Railway for freight on hay carried from Amherst and other stations on the Intercolonial, County of Cumberland, to Antigonish, N.S., and consigned to C. Edgar Whidden or C. B. Whidden & Son, in the month of January last and February instant, and by whom such freight was paid; also a copy of all way bills and bills of lading for the same. Presented 21st April, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

83*o*. Return to an Order of the House of the 3rd February, 1913, for a copy of all letters, petitions, telegrams, complaints, communications, reports and other papers and documents, received since the 1st day of October, 1911, by and now in the possession of the Department of Railways and Canals, the Government Railway Managing Board or any official of the Intercolonial Railway or of the Prince Edward Island railway, relating to or in any manner appertaining to an application for, or a proposed reduction of the working hours for the Intercolonial railway employees at Moncton, or at any other point of the Intercolonial railway or the Prince Edward Island railway. Presented 21st April, 1913.—*Mr. Emmerson*.....*Not printed.*

83*p*. Return to an Order of the House of the 24th February, 1913, for a copy of all complaints, requirements, requisitions, petitions, and correspondence of all kinds made by the Sydney, N.S., Board of Trade, or by the citizens of the city of Sydney, or any of them, having reference to better and increased facilities on the Intercolonial Railway on the Sydney division. Presented 21st April, 1913.—*Mr. Carroll.*
Not printed.

CONTENTS OF VOLUME 27—*Continued.*

83*u*. Return to an Order of the House of the 31st March, 1913, for a copy of all letters, papers and other documents relating to the claim for damages for the death of the young son of Thomas Hare, who was killed at a crossing of the Intercolonial Railway in the town of Stellarton in the summer of 1912, and of all petitions, letters, and other papers asking for the placing of gates or other protection at said crossing. Presented 1st April, 1913.—*Mr. Macdonald*.....*Not printed.*

83*r*. Return to an Order of the House of the 14th April, 1913, for a copy of all correspondence exchanged between the Department of Railways and Canals at Moncton and the same department at Campbellton, on the subject of the collision which occurred at St. Moise, during the month of February, 1913, between the trains of E. Smith and the regular train No. 99, omitting from it the inquiry held in the matter. Presented 29th April, 1913. *Mr. Boulay*.....*Not printed.*

83*s*. Return to an Order of the House of the 7th April, 1913, for a return showing the names, residences and occupations of all the employees of the Intercolonial Railway who have been dismissed in the County of Rimouski since the 21st September, 1911. Presented 29th April, 1913.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*

83*t*. Certified copy of a report of the Privy Council of the 5th May, 1913, covering the appointment of Frederick Passmore Gutelius, as general manager of Government Railways. Presented by Hon. Mr. Cochrane, 7th May, 1913... .. .. ..*Not printed.*

83*u*. Return to an Order of the House of the 31st March, 1913, for a copy of all letters, memorials, petitions, correspondence, reports and other documents in the Department of the Postmaster General, or on file therein, relating or in any wise appertaining to the inauguration or establishing of railway mail facilities between Moncton, N.B., westward over the Intercolonial Railway towards St. John, in the morning, so as to furnish, among other things, opportunities for the transmission of newspapers and other mail matter, along said railway, to make morning connection with the railway mail facilities afforded by the railway from Salisbury, Westmorland County, N.B., running into Albert County, N.B.; and also relating to the establishment of railway mail facilities on each week day evening between Moncton eastward over the said railway by train known as number 84, running between Moncton, N.B., and Springhill Junction, Nova Scotia, thus affording the direct mail connection for newspapers and other mail matter each evening from Moncton to Shediac, Memramcook, Dorchester, Sackville, Amherst, and intermediate points east of Moncton; together with a statement showing what, if any, such railway mail facilities, either by locked bag or otherwise, were established or furnished over either of the said routes, and stating the respective dates when the same were so established or furnished generally, or in relation to any one of the newspapers published in Moncton, either in the morning or in the evening. Presented 12th May, 1913.—*Mr. Emmerson*.....*Not printed.*

83*v*. Return showing whether any contract has been made for the construction or supply of cars of any kind to the Intercolonial Railway since 1st January, 1913, and if so, to whom the contract was awarded; the number of cars, kind or class, and the price to be paid; whether any tenders were called for previous to awarding said contract, and if so, who the tenderers were, the amount of the tender in each case, and if tenders were calld for by private request or public advertisement. Presented 21st May, 1913. —*Mr. Macdonald*.....*Not printed.*

83*w*. Return to an Order of the House of the 28th April, 1913, for a return showing all amounts collected by the Intercolonial Railway for freight on hay shipped from Amherst and other stations on the Intercolonial, in the County of Cumberland, to Antigonish and other stations in the County of Antigonish, during the months of

CONTENTS OF VOLUME 27—*Continued.*

January, February and March last; the name of the consigners and of the consignees, the amount of freight paid on each shipment and by whom paid; also a copy of all way-bills and bills of lading for same. Presented 6th June, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

84. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, documents, memoranda, orders in council, letters and correspondence, relating in any way to the closing of the Canadian Immigration Office at Boston, U.S.A., in 1911, and its subsequent re-establishment. Presented 17th January, 1913.—*Mr. McLean (Halifax)*.....*Not printed*

85. Copies of despatches dated 11th December, 1912, which have been addressed to the Governors General of the Commonwealth of Australia and the Union of South Africa and the Governors of New Zealand and Newfoundland, on the subject of representation of the self-governing Dominions on the Committee of Imperial Defence. Presented by Hon. Mr. Borden, 17th January, 1913.....*Not printed.*

86. Reports in connection with the Tides and Currents of Northumberland Strait.—(*Senate*).....*Not printed.*

87. Archives Branch, *re* transferring of from Department of Agriculture to Secretary of State.—(*Senate*).....*Not printed.*

88. Commission appointed to investigate Indian reserves of British Columbia.—(*Senate*). *Not printed.*

89. Insurance rates between Canadian Atlantic ports, and ports in the United Kingdom.—(*Senate*) .....*Printed for distribution and sessional papers.*

90. Report of departmental commission relating to official statistics of Canada.—(*Senate*). *Printe d for distribution only.*

91. Copy of the Sixth Joint Report of the Commissioners for the Demarcation of the Meridian of the 141st degree of west longitude. Presented by Hon. Mr. Roche, 21st January, 1913.....*Not printed.*

92. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, petitions, memoranda, correspondence, &c., with the Government of British Columbia or any member thereof, with the fishery officers of the Marine and Fisheries Department resident in said province, with salmon canneries in said province, and with any company, person or persons, relating to the prohibition of the export of sockeye salmon from the said province of British Columbia since 15th October, 1911. Presented 20th January, 1913.—*Mr. Maclean (Halifax)*....*Not printed.*

93. Return to an Order of the House of the 20th March, 1912, for a copy of all correspondence and memoranda on the subject of cable rates, exchanged between the Canadian Post Office Department and the British Post Office Department. Presented 20th January, 1913.—*Mr. Lemieux*.....*Not printed.*

94. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, documents, letters, &c., between the Government of Canada and the Commonwealth of Australia for the past twelve months relative to the matter of preferential tariff arrangements between the said two countries. Presented 21st January, 1913.—*Mr. Maclean (Halifax)*..*Printed for sessional papers only.*

95. Report of Mr. Olivar Asselin on an investigation of Belgian and French emigration to Canada. Presented by Hon. Mr. Roche, 21st January, 1913.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 27—*Continued.*

95a. Return to an Order of the House of the 4th December, 1912, for a copy of all complaints, letters, papers, reports, and of all documents bearing on the investigation held at Port Daniel West, Quebec, into the conduct of Edward Dea, as overseer or guardian of the lobster hatchery at that place. Presented 22nd January, 1913.—*Mr. Marcil* .....*Not printed.*

95b. Report of R. A. Pringle, Esq., K.C., in relation to the investigation of the wreck of the steamer *Mayflower*, on the 12th November, 1912. Presented by Hon. Mr. Hazen, 6th February, 1913.....*Not printed.*

95c. Return to an Address to His Royal Highness the Governor General of the 29th January, 1913, for a copy of the report of the commission appointed to investigate complaints against the United Shoe Machinery Company, together with the order in council appointing the commission, the complaints upon which the order was issued and all action, if any, taken by the government on report of commission, by order in council or otherwise. Presented 11th February, 1913.—*Sir Wilfrid Laurier.*
Not printed

95d. Return to an Order of the House of the 20th January, 1913, for a copy of all evidence, letters, telegrams and other documents in connection with the investigation into the stranding of the D. G. steamer *Earl Grey* at Toney River, County of Pictou, in the spring of 1912; of the reports of the commissioner investigating the same, and of all correspondence, telegrams and documents in connection therewith, and of any departmental action in connection therewith. Presented 18th March, 1913.—*Mr. Macdonald.*
Not printed

95e. Return to an Order of the House of the 27th January, 1913, for a copy of all letters, papers, evidence and other documents in connection with the investigation into the collision between the steamship *City of Sydney* and the tug boat *Douglas H. Thomas*, in Sydney Harbour, 13th November, 1912, and of the findings and reports of the commissioner holding the investigation in regard to the same. Presented 2nd April, 1913.—*Mr. Macdonald*.....*Not printed.*

96. Report of the Second International Moral Education Congress held at the Hague, 22nd to 27th of August, 1912, and as related thereto, on moral instruction in the Canadian public schools, &c., by Mr. J. A. M. Aikins, who was appointed by the government to represent Canada at that Congress. Presented by Hon. Mr. Borden, 21st January, 1913.....*Printed for distribution only.*

97. Return to an Order of the House of the 4th December, 1912, for a copy of all pay-lists, letters, documents, letters and other papers in connection with the expenditures at Cariboo Island in the County of Pictou. Presented 21st January, 1913.—*Mr Macdonald* .....*Not printed.*

98. Return to an Order of the House of the 22nd January, 1913, for a copy of all correspondence, letters and telegrams between the Minister of Marine and Fisheries, or any officer of his department, and J. A. Gillies, K.C., Sydney, relating to the purchase from John B. Nicholson, of a site for a salmon hatchery at Snidlope Lake, Richmond County, N.S., and also of all accounts, charges and vouchers received from the said J. A. Gillies, for services in connection therewith and the payments made to the said J. A. Gillies in respect of the same. Presented 7th February, 1913.—*Mr. Kyte.*
Not printed

CONTENTS OF VOLUME 27 —*Continued.*

99. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents and correspondence, between the Department of Public Works and any person or persons relating to the placing of obstructions in the waters of South West Cove, Lunenburg County, N.S. Presented 24th January, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

100. Return to an Order of the House of the 4th December, 1912, for a copy of all pay-lists, letters, documents, telegrams and other papers in connection with the expenditures at Skinner's Cove in the County of Pictou. Presented 24th January, 1913.—*Mr. Macdonald*.....*Not printed.*

101. Return to an Address to His Royal Highness the Governor General of the 22nd January, 1912, for a copy of all correspondence between the government of Canada and the government of the Province of Ontario, with regard to the extension of the boundaries of the said province. Presented 28th January, 1913.—*Sir Wilfrid Laurier.*
Not printed.

102. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, reports, and documents, bearing on the claim of C. R. Scoles, of New Carlisle, Quebec, to a balance of subsidy voted to the Atlantic and Lake Superior railway, since October, 1911, to date. Presented 24th January, 1913.—*Mr. Marcil.*
Not printed.

103. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, letters, telegrams, reports and other documents concerning an alleged defalcation in the accounts of Joseph J. Melanson, clerk in the customs office at Bathurst, County of Gloucester, which caused an inquiry to be held on the 23rd of October last by the Provincial Inspector of Customs, with the name of the accuser. Presented 24th January, 1913.—*Mr. Turgeon*.....*Not printed.*

104. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, letters and telegrams in the custody of the Department of Railways and Canals, or any other department of the government, between the 1st day of September, 1874, and the 1st day of September, 1879, relating to the acquisition or expropriation of lands at St. Peters, N.S., for canal purposes, and relating to the appointment of valuators to apprise the value of such lands; the instructions to such valuators, the report or reports of such valuators, the area of lands taken, and the price paid for same; and also the amount paid each valuator for his services. Presented 27th January, 1913.—*Mr. Kyte*.....*Not printed.*

105. Return to an Order of the House of the 4th December, 1912, for a copy of all the different freight tariffs in force on the line of railway from Matapedia, Quebec, to New Carlisle, Quebec, and from New Carlisle, to Gascons, Quebec, and vice versa, and of any requests that have been received in regard to the change in the same; and also a copy of any requests, petitions, letters, or other documents complaining of the said tariffs. Presented 27th January, 1913.—*Mr. Marcil (Bonaventure).*
Not printed.

105*a*. Return to an Order of the House of the 10th December, 1912, for a copy of the different freight tariffs in force on the line of railway from Sunny Brae to Ferrona Junction, on the Intercolonial Railway, and of any requests that have been received in regard to the change in the same, and also a copy of any requests, petitions, letters or other documents complaining of said tariff. Presented 27th January, 1913.—*Mr. Sinclair*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

108. Return to an Order of the House of the 5th December, 1912, for a copy of the original instructions, including maps, specifications, profiles, &c., furnished the engineers on the eastern division of the Transcontinental railway between Winnipeg and Quebec by the chief engineer of the Transcontinental Commission, and approved by the Grand Trunk Pacific Railway Company. Also of all instructions, including specifications and profiles, issued by the chief engineer of the Transcontinental Commission or by the chairman, since 31st October, 1911, which in any way vary, amend, or depart from the original instructions above mentioned. Also, of all correspondence between the Minister of Railways or any official of his department and the chairman of the Transcontinental Commission, or the chief engineer, concerning the departure from the original instructions, either as to the grades, curves and bridges or other permanent structures. Also a copy of all correspondence between the Minister of Railways or any member of the government and any official of the Grand Trunk Pacific Railway Company referring to change of original instructions as regards grades, curves or permanent structures on the said line between Winnipeg and Quebec; and also of all correspondence between the chairman of the Transcontinental Commission or the chief engineer and any official of the Grand Trunk Pacific Railway Company, or any member of its engineering staff, concerning the proposed change of grades, curves, or other permanent structures on the line of the Transcontinental between Winnipeg and the City of Quebec. Presented 30th January, 1913—*Mr. Graham.*
Not printed.

106*a*. Return to an Order of the House of the 7th May, 1913, for a copy of a letter, dated 24th September, 1904, written by Chief Engineer Lumsden of the Transcontinental Commission to Chairman Wade of the same body, in which the former recommended to the latter certain grades on the Transcontinental railway. Presented 15th May, 1913.—*Mr. Graham*.....*Not printed.*

107. Return to an Order of the House of the 20th January, 1913, for a copy of all papers in connection with a claim of L. A. Sauvé to certain buildings at La Pointe des Cascades, on the Soulanges canal, and of all correspondence on the same. Presented 30th January, 1913.—*Sir Wilfrid Laurier*.....*Not printed.*

108. Return to an Order of the House of the 5th December, 1912, for a copy of the contract entered into between the Department of Railways and Canals and W. H. Weller for St. Peters canal improvements, and for a copy of all correspondence between the contractor or any other person, firm or corporation and the Honourable Minister of Railways and Canals relating to the dumping of material removed by the contractor. Presented 30th January, 1913.—*Mr. Kyte*.....*Not printed.*

108*a*. Return to an Order of the House of the 27th January, 1913, for a copy of all correspondence between the Department of Railways and Canals and C. D. Sargent, C.E., and between C. D. Sargent, C.E., and H. G. Stanton, Superintending Engineer of the St. Peters Canal, or between W. H. Weller, contractor for the St. Peters canal improvements, and either or all of said parties relative to work done by the contractor outside of his contract, and the specifications thereof, and also a copy of all correspondence, letters and telegrams between the Department of Railways and Canals or C. D. Sargent, C.E., and any other person, in regard to the same; and of all accounts and vouchers rendered by the contractor to the government of such work, and the payment made by the government to the contractor, specifying whether the same is paid for in full or otherwise. Presented 21st April, 1913.—*Mr. Kyte.*
Not printed.

108*b*. Return to an Order of the House of the 19th March, 1913, for a copy of the accounts of personal expenses paid to Mr. St. Amour, Superintendent of the Soulanges Canal,

CONTENTS OF VOLUME 27—*Continued.*

since he entered upon his duties.—Also return to an Order of the House of the 2nd April, 1913, for a copy of all accounts for personal expenses paid by the government to Mr. St. Amour, Superintendent of the Soulanges Canal, since the date of his appointment. Presented 29th April, 1913.—*Mr. Boyer*.....*Not printed.*

109. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, letters, telegrams, petitions and other documents received since the 1st day of January, 1912, asking that the line of railway known as the Vale Road, should be taken over by the Intercolonial Railway. Presented 30th January, 1913.—*Mr. Macdonald*.....*Not printed.*

110. Return to an Order of the House of the 27th January, 1913, for a copy of all correspondence in connection with the issuing of letters patent to the Quebec Railway, Light, Heat and Power Company, Limited, and also said letters patent. Presented 30th January, 1913.—*Mr. Lemieux*.....*Not printed.*

111. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, correspondence, &c., between the Department of Trade and Commerce and Mr. Donnelly, late Canadian Trade Commissioner in Mexico, relating to the closing of the office of such trade commissioner in Mexico. Presented 3rd February, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

112. Return called for by Section 88 of Chapter 62, Revised Statutes of Canada, requiring that the Minister of the Interior shall lay before parliament, each year, a return of liquor brought from any place out of Canada into the territories by special permission in writing of the Commissioner of the Northwest Territories. Presented by Hon. Mr. Roche, 3rd February, 1913.....*Not printed.*

113. Return to an Order of the House of the 22nd January, 1913, for a copy of all letters, telegrams and other papers and documents, relating to the resignation of Lt.-Col. W. F. Moore, 20th Regiment, Halton Rifles, and also of the resignation and the reply thereto. Presented 6th February, 1913.—*Mr. Macdonald*.....*Not printed.*

114. Return to an Order of the House of the 20th January, 1913, for a copy of all letters, papers, telegrams and other documents in connection with the strike of firemen and other men employed on the D.G.S. *Earl Grey*, in the year 1912 and 1913. Presented 11th February, 1913.—*Mr. Macdonald*.....*Not printed.*

115. Return to an Order of the House of the 27th March, 1912, for a copy of all papers, letters and telegrams relating to the applications for, or the granting of, a lease of False Cove Flats, Vancouver, B.C. Presented 11th February, 1913.—*Mr. Macdonald.* *Not printed.*

116. Return to an Order of the House of the 27th January, 1913, for a copy of all correspondence and other papers in connection with a proposed guarantee of bonds to the Quebec and Saguenay railway. Presented 11th February, 1913.—*Mr. Lemieux*....*Not printed.*

116a. Return to an Order of the House of the 9th April, 1913, for a copy of all documents, including petitions, memorials, letters and telegrams, addressed to the government, or any of its members, urging it to take over and incorporate into the Canadian government railway system, the Quebec and Oriental Railway and the Atlantic, Quebec and Western Railway, with a copy of all the answers thereto. Presented 20th May, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

116*b*. Return to an Address to His Royal Highness the Governor General of the 11th December, 1912, for a copy of all orders in council in connection with the construction of a line of railway from St. John to Grand Falls in the Province of New Brunswick, or any portion thereof and also of all plans and profiles filed with the Department of Railways and Canals by the St. John and Quebec Railway Company, and of all correspondence between the Department of Railways and Canals or any official thereof and with the said company or the Government of the Province of New Brunswick, or any official thereof, with reference to the curves, grades or general specifications of the said railway or any portion thereof. Presented 20th May, 1913.—*Mr. Carvell.*

Not printed.

116*c*. Return to an Order of the House of the 28th April, 1913, for a copy of all memorials, petitions, letters, and other documents submitted to the Board of Railway Commissioners from 1st January, 1913, to date, by any party whatsoever regarding the service of the Quebec and Oriental Railway and the Atlantic, Quebec and Western Railway, as to freight, passengers and express matters, with a copy of all orders and rulings issued by such Board and of all correspondence in connection therewith. Presented 20th May, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

117. Return to an Address to His Royal Highness the Governor General of the 5th December, 1912, for a return showing the number of appeals made to the Governor in Council during the twelve months preceding 25th November, 1912, against orders of the Board of Railway Commissioners, the particulars of each appeal, and the decision rendered by the Governor in Council in each case. Presented 11th February, 1913.—*Mr. Graham* .....*Printed for sessional papers only.*

118. Return to an Address to His Royal Highness the Governor General of the 22nd January, 1913, for a copy of all orders in council and of all correspondence relating to the extension of facilities for obtaining information useful to Canadian Trade and Commerce in connection with the British Consular Service. Presented 11th February, 1913.—*Mr. Ames*..... .....*Not printed.*

119. Return to an Order of the House of the 24th January, 1913, for a return showing all the employees of the different departments at Ottawa, and also in the nine provinces and territories of Canada, and other places outside of Canada, in the inside and outside service, who have left their employment since the 1st October, 1911, up to the 10th January, 1912, inclusively, with their names, Christian names, age, nationality, employment and salaries respectively; the date of their appointment; the date of their leaving; their salaries, the time of their appointment and at leaving; the reasons of their leaving; and if replaced or not; the names, Christian name, age, nationality, employment and salary of those who have replaced them; and in the case of dismissals, a list of the persons who asked for their dismissals; in the case of these replacing them, a list of the persons who recommended their successors Presented 11th February, 1913.—*Mr. Wilson (Laval)*.....*Not printed.*

119*a*. Supplementary return to an Order of the House of the 24th January, 1912, for a return showing all the employees of the different departments at Ottawa, and also in the nine provinces and territories of Canada, and other places outside of Canada, in the inside and outside service, who have left their employment since the 1st October, 1911, up to the 10th January, 1912, inclusively, with their names, Christian names, age, nationality, employment and salaries respectively; the date of their appointment; the date of their leaving; their salaries at the time of their appointment and at leaving; the reasons of their leaving; and if replaced or not; the names, Christian name, age, nationality, employment and salary of those who have replaced them;

CONTENTS OF VOLUME 27—*Continued.*

and in the case of dismissals, a list of the persons who asked for their dismissals; in the case of those replacing them, a list of the persons who recommended their successors. Presented 17th March, 1913.—*Mr. Wilson (Laval)*.....*Not printed.*

120. Return to an Address to His Royal Highness the Governor General of the 5th February, 1912, for a copy of all tenders, contracts, reports and other memoranda of the engineers of the Department of Public Works, orders in council, correspondence and all other documents relating to the construction of a dam for storage purposes at the foot of Lake Timiskaming. Presented 12th February, 1913.—*Mr. Pugsley.*

Not printed.

120*a*. Return to an Order of the House of the 4th March, 1912, for a copy of all contracts, correspondence or writings whatsoever, respecting the construction of a dam in 1908 or 1909, called the Lake Timiskaming dam constructed or built over the rivers forming the inflow or the discharge of the said lake, exchanged between the Government of Canada and the contractor or contractors. Presented 12th February, 1913.—*Mr. Boulay*.....*Not printed.*

121. Return to an Order of the House of the 28th March, 1912, for a return giving a list of the subjects of the oil paintings and water colours which have become the property of the National Gallery of Canada since 1891; and the names of the artists in each case. Presented 12th February, 1913.—*Mr. Burnham*.....*Not printed.*

122. Return to an Order of the House of the 27th January, 1913, for a copy of all documents, letters, correspondence, reports, recommendations, &c., relating to the petition of Mr. Firmin Thibault, of St. Denis, County of Kamouraska, for his indemnity for having served at the time of the Fenian invasion. Presented 13th February, 1913.—*Mr. Lapointe (Kamouraska)*.....*Not printed.*

123. Return to an Order of the House of the 27th January, 1913, for a return showing what date or dates the government purchased the site for the new Dominion Rifle Range in the County of Carleton, Ontario, from whom were the several parcels of land purchased, and what price per acre was paid for each, the number of acres of land purchased, and the total amount paid therefor, if any buildings have been erected on the said lands by the government, and the cost thereof, the amounts paid by the government for commissions, fees, agency charges, and legal expenses, and to whom in connection with said purchase, the amount of money expended by the Government on the said range for all purposes, from the date of the original purchase of the land up to 23rd January, 1913, and any sums remaining to be paid in any way connected with the purchase of the said range, to whom and the respective amounts thereof, the distance from the post office in the City of Ottawa to the said range, if any line of electric or other railway runs from the City of Ottawa to the said range, and what means of transportation will be provided for riflemen going to and returning from the said range. Presented 13th February, 1913—*Mr. Wilson (Laval)*.....*Not printed.*

124. Return to an Address to His Royal Highness the Governor General of the 10th February, 1913, for a copy of the memorial presented to the Government during the session of 1911-12, by a delegation from the Government of Prince Edward Island asking for an increased provincial subsidy, a copy of which memorial was laid on the Table of the House by the Finance Minister last session of Parliament, but is not now apparently on the files of the House Presented 17th February, 1913.—*Mr. Hughes (Kings, P.E.I.)*.....*Printed for sessional papers only.*

125. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, letters, telegrams and correspondence between the Government of Canada or any member thereof, since 1st November, 1911, to the pre-

CONTENTS OF VOLUME 27—*Continued.*

sent time, with any corporation, company, party or parties, in any way relating to the Customs Tariff upon cement or to the temporary reduction made of the Customs Tariff upon cement; also for a copy of all letters and correspondence by and between members of the Government of Canada during the same period relating to the same subject, and of all papers, documents, memoranda and orders in council relative to the reduction of the Customs Tariff upon cement made by order in council since the close of the last session of parliament. Presented 17th February, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

125*a*. Return to an Address to His Royal Highness the Governor General of the 20th January, 1913, for a copy of all petitions since the 1st of October, 1911, addressed to the Governor General in Council or to any member of the government, asking for a remission and the adjustment of duty on cement, of all letters to the ministers individually on the same, of all correspondence and of all orders in council. Presented 21st February, 1913. *Sir Wilfrid Laurier*.....*Not printed.*

125*b*. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all papers, documents, petitions, orders in council, letters and telegrams in any department of the government of Canada, or that passed between the Department of Customs and the Department of Justice or any solicitor, counsel, association, company or individual, during the past twelve months, respecting the imposition of tariff duties upon imported lumber dressed on one side and sized, or respecting the interpretation of tariff item No. 504, together with a printed copy of any stated case, appeal, factum or argument used before the Exchequer Court of Canada or the Supreme Court of Canada, in the matter of the judicial interpretation of tariff item No. 504. Presented 4th June, 1913.—*Mr. Maclean (Halifax)*

Not printed.

126. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence passing between the government or any member thereof with respect to the east half of Section 27 in township six (6) in range two (2) west of the third meridian. Presented 17th February, 1913.—*Mr. Martin (Regina)*.....*Not printed.*

127. Return to an Order of the House of the 27th January, 1913, for a return showing when the militia or regular forces was first called out in Canada since Confederation in aid of the civil authorities, how often, when and where has the same been called out since, the amount of money paid by each municipal corporation for such service in each case, what corps called out on each occasion, whether to quell strikes in each instance or for what purpose. Presented 18th February, 1913.—*Mr. Macdonald.*

Not printed.

128. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, papers, &c., concerning the application by James McKelvey, of the town of Sarnia, Ontario, for Fenian Raid Volunteer Bounty. Presented 18th February, 1913.—*Mr. Macdonald*.....*Not printed.*

129. Return to an Order of the House of the 10th February, 1913, for a copy of all documents, correspondence, memorandums, reports, requests for inquiries, of the appointment of commissioners and other documents, relating to the study of the causes for the depopulation of country places and the high cost of living in the eastern provinces of the Dominion. Presented 18th February, 1913.—*Mr. Paquet*.....*Not printed.*

130. Return to an Order of the House of the 9th December, 1912, for a copy of all papers, documents, memoranda and correspondence relating to the application of the Banque Internationale to the Treasury Board for a certificate for the commencement of business. Presented 18th February, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

131. Return to an Order of the House of the 4th December, 1912, for a copy of all papers, documents, telegrams, reports, letters, and instructions regarding smelt and salmon fishing in the Restigouche river and the Baie des Chaleurs since October, 1911, up to date, together with copy of instructions issued to officials of the Department of Marine and Fisheries in that connection. Presented 18th February, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

132. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence and papers concerning the increase of salary of Mr. Sevigny, employed at the immigration office at Montreal. Presented 18th February, 1913.—*Mr. Carvell.*
Not printed.

133. Return to an Order of the House of the 5th February, 1913, for a return showing whether any order for goods has been given by the Department of Public Works since 1st October, 1911, at Montreal, Quebec, St. John and Halifax; tenders asked for in each case; orders for goods given without tenders; names of firms, and amounts in each case. Presented 19th February, 1913.—*Mr. Macdonald*.....*Not printed.*

134. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence and other papers, in the Department of Public Works, concerning the awarding of a contract for a Welsh coal supply to the various Dominion public buildings in Montreal. Presented 19th February, 1913.—*Mr. Lemieux*....*Not printed.*

135. Return to an Order of the House of the 5th December, 1912, for a return showing how many dredging contracts were let by the Department of Public Works during the year 1911-12, the name of each tenderer and the amount of each tender. Presented 19th February, 1913.—*Mr. Lemieux*.....*Not printed.*

135*a*. Return to an Order of the House of the 4th December, 1912, for a return showing the quantity by cubic yards of dredging made in the harbour of Bathurst by the dredge *Restigouche* during the months of May, June, July, August, September, October, and November of the year 1911, and during the same months in the year 1912. Presented 19th February, 1913.—*Mr. Turgeon*.....*Not printed.*

135*b*. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, documents, recommendations and reports respecting the dredging Des Prairies river, the work done, depth, length and width of channel dredged, the list of men employed to perform that work, their salaries, and the amount of money spent on that work since the 1st of October, 1911, up to the 21st November, 1912. Presented 12th May, 1913.—*Mr. Wilson (Laval)*.....*Not printed.*

135*c*. Return to an Order of the House of the 3rd March, 1913, for a copy of all documents, letters, reports of engineers and a detailed statement of expenditure in connection with dredging at Ste. Anne de Restigouche and Cross Point, Bonaventure County. Presented 4th June, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

135*d*. Return to an Order of the House of the 19th March, 1913, for a return showing the amount of dredging done by the government dredges for private parties or firms in Prince Edward Island, during the season of 1912; the names of the parties or firms for whom this dredging was done; the number of yards of material dredged for each party or firm; the class of material dredged, and the price per yard the government charged for this dredging; who measured the material dredged, and whether it was scow measurement that was made; who recommended the said dredging to be done; if the resident engineer or any engineer was consulted in regard to the measuring, and if the resident engineer or any engineer had control over the matter at all. Presented 6th June, 1913.—*Mr. Hughes (Kings, P.E.I.)*.....*Not printed.*

CONTENTS OF VOLUME 27—*Continued.*

136. Return to an Order of the House of the 9th December, 1912, for a copy of the accounts of Jean Baptiste Lena and of his wife, for work done to the public buildings at Valleyfield, Quebec, in May, 1912; also for a copy of all correspondence, reports and documents relating to the payment in full or a part of their accounts. Presented 19th February, 1913. *Mr. Papineau*.....*Not printed.*

137. Return to an Order of the House of the 4th December, 1912, for a return showing the amount of money expended in improving the channel of the Ottawa river between the city of Hull and the village of Masson. Presented 19th February, 1913.—*Mr. Devlin.*
Not printed.

138. Return to an Order of the House of the 4th December, 1912, for a copy of all documents relating to the transferring of P. E. Amiot, resident engineer of the Department of Public Works, Bonaventure, Quebec, to the district of Chicoutimi and Saguenay, and the appointment in his stead, in Bonaventure County, of Charles E. Tache, of Chicoutimi, as resident engineer, with a copy of all the instructions given to the latter and his duties, residence and salary. Presented 19th February, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

139. Return to an Order of the House of the 4th December, 1912, for a copy of all petitions, correspondence, memoranda, reports, and resolutions of county or other municipal councils of Bonaventure County asking or objecting to certain public works in Bonaventure County since October, 1911, with the Minister of Public Works, or any member of the present administration, and replies made thereto. Presented 19th February, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

140. British Canadian Loan and Investment Company, Limited, Toronto, for year 1911.—*(Senate)*.....*Not printed.*

141. Claims of present fish warden, Baker Lake, County of Madawaska, N.B.—*(Senate)*.
Not printed.

141*a*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, telegrams, reports, information, convictions and other documents in the possession of the Department of Marine and Fisheries or any officer thereof relating to the prosecution in the year 1910, against George Rowlings and James Rowlings, of Musquodoboit Harbour, County of Halifax, for a violation of the fishery regulations. Presented 21st May, 1913.—*Mr. Sinclair*.....*Not printed.*

141*b*. Return to an Order of the House of the 29th January, 1913, for a copy of all papers, letters, telegrams and documents or other communications, had with the Department of Marine and Fisheries or any official thereof, in regard to the prosecutions against the following parties:—Samuel Stewart, Melvin Hart, Andrew McNeil, Thomas McNeil, Hugh Malcolm, Tom Moffatt, James Waddin, Samuel Wright and Dougald Higgins, of Westville, County of Pictou, for infractions of the Fisheries Act, and of any applications or letters relative to relief from the fines imposed or the return of the same; and also of all papers, letters, and other documents relating to a charge against Rod. Martin, of Westville aforesaid, a fishery guardian, for illegal fishing and other offences. Presented 21st May, 1913.—*Mr. Macdonald*.....*Not printed.*

141*a*. Claims of Messrs. Boulanger and Son, Montmagny, Quebec.—*(Senate)*....*Not printed.*

142. Copy of Report of Minister of Justice in *re* Florence Mining Company.—*(Senate)*.
Not printed.

CONTENTS OF VOLUME 27—*Continued.*

143. Instruction sent to the different Lieutenant Governors of different provinces of Canada, with commissions.—(*Senate*).....*Not printed.*

144. Return to an Order of the House of the 15th January, 1913, for a copy of all papers, letters, documents, telegrams, reports and opinions in relation to the claim of William Iceton, of Purcell's Cove for a return of a boat from the Department of Marine and Fisheries or any other department. Presented 20th February, 1913.—*Mr. Macdonald*.....*Not printed.*

145. Return to an Address to His Royal Highness the Governor General of the 9th December 1912, for a copy of all papers, telegrams, letters and orders in council respecting the transfer of the property known as the Police Point Reserve to the corporation of the City of Medicine Hat, Alberta. Presented 20th February, 1913.—*Mr. Buchanan.*
Not printed.

146. Return to an Order of the House of the 29th January, 1913, for a copy of the inquiry made by F. B. Atkinson, Lévis, as to an accident that happened to the horse of Arsene Lauzier, at Amqui, County of Rimouski, on the 19th February, 1912. Presented 20th February, 1913.—*Mr. Boulay*.....*Not printed.*

147. Correspondence, memoranda, &c., in respect to the issue of a patent for the N. ½ of S. W. ¼ of section 8, in township 49, range 26, west of the 2nd meridian, to one Arthur Donaldson, bearing date the 19th November, 1912. Presented by Hon. Mr. Roche, 20th February, 1913.....*Not printed.*

147*a*. Return to an Order of the House of the 12th February, 1913, for a copy of all letters, telegrams and other documents with respect to the north half of the southwest quarter of section eight (8), township forty-nine (49), range twenty-six (26), west of the second meridian, province of Saskatchewan, and the granting of a homestead entry for the said land to one Arthur Donaldson. Presented 6th June, 1913.—*Mr. Martin (Regina)*.....*Not printed.*

148. Return to an Order of the House of the 12th February, 1913, for a copy of all papers, reports and other documents relating to the delay of the Indian Department in issuing patents for lands purchased from the St. Peters band of Indians, and forming part of the St. Peters Indian reserve, Manitoba. Presented 25th February, 1913.—*Mr. Oliver*.....*Not printed.*

149. Return an Address to His Royal Highness the Governor General of the 27th January, 1913, for a copy of all applications addressed to the Government by the Algoma Steel Company for remission of duties on rails imported by the said company at Fort William; of all correspondence on the same, of all evidence sought and obtained by the government and supplied by the company in support of its application; and of all orders in council ordering such remission of duties. Presented 25th February, 1913.—*Sir Wilfrid Laurier*.....*Not printed.*

150. Return to an Order of the House of the 24th February, 1913, for a return showing the stenographers and secretaries of the House of Commons, and the names of the members for whom each of them work. Presented 26th February, 1913.—*Mr. Boulay.*
Not printed.

150*a*. Return to an Order of the House of the 31st March, ultimo, for a return giving the names and home addresses of the persons employed in the House of Commons as stenographers to members. Presented 1st April, 1913.—*Mr. Martin (Regina).*
Not printed.

CONTENTS OF VOLUME 27—*Continued.*

151. Return to an Order of the House of the 16th January, 1913, for a return showing the number of bushels of grain and barrels or sacks of flour which were shipped from Montreal, Quebec, St. John, N.B., and Halifax, for twelve months preceding the 31st day of December, 1912; the kinds of each product respectively, and the quantities of said commodities at each of above points which were domestic and foreign. Presented 26th February, 1913.—*Mr. Bennett (Simcoe)*.....*Not printed.*

152. Return to an Order of the House of the 19th February, 1913, for a return showing in detail the quantity and values, respectively, of the imports and exports of Canada with Great Britain, United States, Australia and New Zealand, during the year ending 31st March, 1912, in horses, cattle, sheep, hogs, bacon, hams, fresh and salted beef, lard, tallow, mutton, canned meats, butter, cheese, eggs, poultry and apples. Presented 26th February, 1913.—*Mr. Sutherland*.....*Not printed.*

153. Return to an Address to His Royal Highness the Governor General of the 26th February, 1912, for a copy of all letters, documents and correspondence relating to action by the Government in regrd to the relief of the shareholders and depositors of the Farmer's Bank, and of the order in council appointing Sir William Meredith as Commisioner, and all correspondence in relation thereto. Presented 26th February, 1913. —*Mr. Macdonald*.....*Not printed.*

153*a*. Report of the Honourable Sir William Ralph Meredith, Kt., Commissioner appointed to make investigation into all matters connected with the Farmers Bank of Canada. Presented by Hon. Mr. White, 26th February, 1913.

Printed for distribution and sessional papers.

CONTENTS OF VOLUME 28.

(This volume is bound in three parts.)

153*b*. Report of Royal Commission authorized by orders in council dated 19th day of July, 1912, and the 5th day of August, 1912, to inquire into alleged complaints as to methods of weighing butter and cheese in Montreal, and also as to the methods of payment. Presented by Hon. Mr. Burrell, 30th May, 1913.

Printed for distribution and sessional papers.

154. Return to an Order of the House of the 27th January, 1912, for a return showing the amount of the subsidy paid to each of the four original provinces of the Dominion at Confederation, and the population on which such payment was based; the subsidy payable to each of the remaining five provinces on entering the union, and the population on which such payment was based; the sum added to the subsidy of any province as better terms, and the date which such addition was made respectively; the details of each readjustment of subsidies since 1867, and the yearly subsidy at present payable to each province, with the population on which such payment is based, and the original debt allowance, if any, respectively, placed to the credit of each province on entering the union. Presented 27th February, 1913.—*Mr. Sinclair.*

Printed for sessional papers only.

155. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence in regard to the disposition of the Marine Hospital at Pictou to the town of Pictou, or any other corporation or person. Presented 27th February, 1913.—*Mr. Macdonald*.....*Not printed.*

156. Return to an Order of the House of the 29th January, 1913, for a copy of all letters, tenders, contracts, papers and other documents in the possession of the Department of Marine and Fisheries relating to the making and cancellation of a contract or agreement between the said department and one Charles G. Giffin, of Isaac Harbour,

CONTENTS OF VOLUME 28.—*Continued.*

N.S., to perform certain services for the lobster hatchery at that place, and also relating to a subsequent agreement with one Philip McArthur to perform similar duties. Presented 27th February, 1913.—*Mr. Sinclair*.....*Not printed.*

157. Return to an Order of the House of the 29th January, 1913, for a copy of all papers and correspondence concerning the claim of Charles Mennier, ex-Collector of Customs at Marieville, Quebec, for rent. Presented 28th February, 1913.—*Mr. Lemieux.*
Not printed.

158. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, correspondence, documents and reports relating to the closing of the post office at Pomket river, Antigonish County, Nova Scotia, and the cancellation of the contract for the carrying of the mail between Heatherton and Pomket river. Presented 28th February, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

158*a*. Return to an Order of the House of the 27th January, 1913, for a copy of all letters, telegrams, petitions and other correspondence and documents received by the Post Office Department during the last twelve months from the honourable member for East Grey and others, relating to the closing of the post office at Harkaway, County of Grey, province of Ontario, and of the proposed change in the mail service. Presented 28th March, 1913.—*Mr. Lanctot*.....*Not printed.*

159. Claims put forth by and on behalf of Indians of British Columbia—Report of James T. McKenna on.—(*Senate*).....*Not printed.*

159*a*. Return to an Address to His Royal Highness the Governor General of the 20th January, 1913, for a copy of all correspondence between the Government of British Columbia and the Government of Canada concerning the rights and claims of the Indians in the province, and of all orders in council with regard to the same. Presented 14th May, 1913.—*Sir Wilfrid Laurier*.....*Not printed.*

159*b*. Return to an Order of the House of the 28th April, 1913, for a copy of all correspondence, reports and recommendations from Rev. R. L. Macdonald, Indian agent at Salmon River reserve, Richmond County, N.S., relating to the Indian school in said reserve; and of all correspondence and instructions from the Department of Indian Affairs to the said Indian agent, relating to the same; also a copy of all complaints, charges and reports against Miss Charlotte M. Devereaux, teacher of the said school, and of all correspondence and recommendations relating to the appointment of Earnest McNeil to succeed her, since 1st January, 1912. Presented 23rd May, 1913.—*Mr. Kyte*.....*Not printed.*

159*c*. Return to an Order of the House of the 12th May, 1913, for a copy of the last surrender and of all papers, correspondence and other documents in connection with the surrender of part of the White Bear Indian Reserve; together with a copy of all letters and telegrams referring to this surrender by officials of the Department or others, and of the authority on which this surrender was taken, the number of acres surrendered, and how disposed of. Presented 23rd May, 1913.—*Mr. Bradbury.*
Not printed.

159*d*. Return to an Order of the House of the 30th April, 1913, for a copy of all letters, papers, memoranda and other documents, dated since 1st January, 1912, relating to the Kitsilano Indian Reserve in the City of Vancouver. Presented 23rd May, 1913.—*Mr. Oliver*.....*Not printed.*

160. Immigrants—number of, who settled in Canada, in 1911-12, and from whence.—(*Senate*).
Not printed.

CONTENTS OF VOLUME 28.—*Continued.*

160a. Return to an Order of the House of the 7th May, 1913, for a return showing the number of immigrants coming into Canada during the year ending 31st March, 1913, inspected by the government medical inspectors; the total cost of such medical inspections; the number of medical doctors employed by the government during that period; the name, salary and location of each, including those resident in Ottawa. Presented 6th June, 1913.—*Mr. Schaffner*.....*Not printed.*

161. Correspondence with Mr. V. Steffansson concerning northern expedition. Presented by Hon. Mr. Hazen, 3rd March, 1913.....*Not printed.*

161a. Copy of order in council No. P.C. 406 of the 22nd February, 1913, with reference to Mr. V. Steffansson's proposed northern expedition. Presented by Hon. Mr. Hazen, 10th March, 1913.....*Not printed.*

162. Return to an Address to His Royal Highness the Governor General of the 25th March, 1912, for a copy of all letters, requests, petitions, orders in council and other documents in the possession of the Department of Marine and Fisheries relating to the change in the fishery regulations by which steam trawlers were prohibited from participating in the fishing bounty. Presented 3rd March, 1913.—*Mr. Sinclair.*
Not printed.

162a. Return to an Address to His Royal Highness the Governor General, of the 10th February, 1913, for a copy of all petitions, correspondence, reports of experts or officers, of orders in council, minutes of council, and of other papers and documents in the possession of the Department of Marine and Fisheries, or any department of the government, relating to steam trawling on the Atlantic seaboard. Presented 15th April, 1913.—*Mr. Sinclair*.....*Not printed.*

163. Return to an Order of the House of the 19th February, 19'3, for a copy of all correspondence, papers, accounts, vouchers, concerning the purchase and subsequent repairs of a private car by the Department of Militia and Defence, from the Canadian Northern Railway Company. Presented 3rd March, 1913.—*Mr. Lemieux.*
Not printed.

164. Return to an Order of the House of the 24th February, 1913, for a return showing separately the amount paid by the Department of Indian Affairs for medical attendance on account of the Indians on the Micmac reserve of Ste. Anne de Restigouche, Quebec, for each year from 1900 to 1913, inclusive, and to whom paid. Presented 10th March, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

165. Return to an Order of the House of the 19th February, 1913, for a copy of all correspondence, letters, telegrams and other documents relative to the sale of alleged Indian lands at Nyanza, riding of North Cape Breton and Victoria, N.S., to one Philip McDonald, such sale having taken place about the year 1877. Presented 17th March, 1913.—*Mr. McKenzie*.....*Not printed.*

165a. Return to an Order of the House of the 7th May, 1913, for a return showing the number of acres surrendered by the Coté's Band of Indians, the number of acres sold by private sale, the number of acres still unsold; together with a copy of all letters from persons who made application for purchase of surrendered lands in Coté's reserve, or from any person on behalf of purchasers and replies thereto; and of all reports, letters or memoranda addressed to the Superintendent General of Indian Affairs, from any officer of the department respecting the private sale of said lands; also a copy of any document or documents covering the authority under which these lands were sold by private sale, and of all letters addressed to the department, or any officer of department, respecting the sale of said lands. Presented 3rd June, 1913.—*Mr. Bradbury*.....*Not printed.*

CONTENTS OF VOLUME 28.—*Continued.*

166. Return to an Order of the House of the 12th February, 1913, for a copy of all letters, reports and other documents received by the Minister of Labour regarding labour conditions on the Grand Trunk Pacific between Tête Jaune Cache and Fort George. Presented 17th March, 1913.—*Mr. Oliver*.....*Not printed.*

167. Return to an Address to His Royal Highness the Governor General of the 3rd February, 1913, for a copy of all telegrams, letters and other documents passing between the Government of Canada, or any member thereof, and the Government of the Province of Saskatchewan, or any member thereof, with respect to chapter 17 of the statutes of Saskatchewan, 1912, being an Act to prevent the employment of female labour in certain capacities. Presented 17th March, 1913.—*Mr. Martin (Regina)*.....*Not printed.*

168. Return to an Order of the House of the 10th December, 1912, for a copy of all correspondence, petitions and other papers received by the Prime Minister, or any member of the government, since the 1st April, 1912, in connection with the school system established in that portion of the Keewatin Territory annexed to the province of Manitoba. Presented 17th March, 1913.—*Mr. Macdonald*.....*Not printed.*

169. Return to an Order of the House of the 29th January, 1913, for a return showing the number of accidents to lock gates or bridges on the Welland Canal during the year ending 25th November, 1912, the nature of the accidents, the amount of damage in each case and the amount recovered by the Government from vessel owners in each instance. Presented 18th March, 1913.—*Mr. Graham*.....*Not printed.*

170 Return to an Order of the House of the 3rd March, 1913, for a copy of the contract passed on the 6th day of August, 1910, between the City of Quebec and the Transcontinental Railway Commissioners, for the acquisition by the latter of the property known as Champlain Market, to be used as a station and terminals for the said railway; of all the correspondence between the said city and the present Commissioner of the said railway, with the Minister of Railways, or any other Minister, with regard to the non-execution of the said contract by the said commission. Presented 18th March, 1913.—*Sir Wilfrid Laurier*.....*Printed for sessional papers only.*

171. Return to an Order of the House of the 29th of January, 1913, for a copy of all letters, correspondence, &c., respecting the request for suspension by H. Boulay, of J. Stahl, assistant inspector of immigration on the railway. Presented 19th March, 1913.—*Mr. Boulay* ....*Not printed.*

172. Return to an Order of the House of the 17th February, 1913, for a return showing the total area of land thrown open for pre-emption and purchased homesteads in each of the provinces of Saskatchewan and Alberta since the passing of the Dominion Lands Act of 1908; also the number of acres of such lands which have been disposed of by way of pre-emptions and purchased homesteads in each of the said provinces, the amount of principal money collected on account of such lands in each of the said provinces up to 31st December, 1912, and the amount of interest collected on account of such lands in each of the said provinces to 31st December, 1912. Presented 19th March, 1913.—*Mr. Martin (Regina)*.....*Not printed*

173. Return to an Order of the House of the 10th February, 1913, for a copy of all letters, correspondence, memorials and other documents received by the Right Honourable the Prime Minister and the Honourable the Minister of Justice, since the 1st day of January, 1912, relating to the request by county court judges for an increase of salary and for an amendment to the Judges Act with respect to retiring allowances. Presented 26th March, 1913.—*Mr. Proulx*.....*Not printed.*

CONTENTS OF VOLUME 28.—*Continued.*

174. Return to an Order of the House of the 13th February, 1913, for a return showing the names of the keepers in Portsmouth penitentiary, and their religious belief; the names of any of the said keepers who may have been dismissed, the date, charges and on whose recommendation were they reinstated. Presented 26th March, 1913.—*Mr. Edwards*.....*Not printed.*

174a. Return to an Order of the House of the 13th February, 1913, for the name of the discipline officer in charge of each of the following departments in Portsmouth penitentiary, the date when each was first appointed on the penitentiary staff, the date to his present position, and the religious belief of each: Quarry, farm, warden's residence and grounds, blacksmith shop, bath room and laundry, stone shed, tailor and shoe shop, changing room, stone pile, sewage plant, asylum ward, cell wings, library and Roman Catholic and Protestant chapels, hospital, shop dome, carpenter, tin and paint shop, and prison of isolation. Presented 26th March, 1913.—*Mr. Edwards.*

Not printed.

175. Return to an Order of the House of the 17th February, 1913, for a copy of all statements of account for salary or remuneration to the Commissioner, and his expenses, for witness fees and all other expenses in connection with the investigations by Commissioner Duchemin, of the following persons in Antigonish County namely: Patrick M. Decoste, deckhand SS. *Scotia*, Harbour au Boucher; William R. Fougère, sectionman, Harbour au Bouche; Allen Kinney, sectionman, Linwood; Hubert Myatte, sectionman, Tracadie; John McDonell, sectionman, Afton Station; John W. Malanson, sectionman, Afton; James Armstrong, sectionman, Heatherton; Charles Landry, sectionman, Pomket; William S. Landry, section foreman, Pomket; Colin McDonald, sectionman, James River; Archibald Chisholm, station agent, Heatherton; Joseph Benoit, station agent, Pomket; Alex. R. McAdam, fishery officer, Malignant Cove; Alex. McDonald, sub-collector, Doctors Brook; Charles L. Gass, sub-collector, Bayfield; Jeffrey M. Crispo, sub-collector, Harbour au Bouche; Hugh R. McAdam, postmaster, Arisaig; Thomas J. Sears, postmaster, Lochaber, Charles L. Gass, postmaster, Bayfield; and Joseph P. Benoit, postmaster, Pomquet; also the expenses in detail, of and incidental to the investigation by said Commissioner Duchemin of the charges made against John J. McDonald, postmaster, McArra's Brook; Archibald Stewart, section foreman, Harbour au Bouche; Ronald McFarlane, section foreman, Williams Point; Henry Williams, sectionman, Marshy Hope; and John W. McInnes, bridge foreman Intercolonial Railway, Antigonish. Presented 26th March, 1913.—*Mr. Chisholm (Antigonish)*.....*Not printed.*

175a. Return to an Order of the House of the 28th April, 1913, for a return showing the date of the appointment of H. P. Duchemin, Investigating Commissioner for Eastern Nova Scotia; the number of days he has been employed by the government since the appointment; the gross amount paid to Mr. Duchemin as an allowance for his services, excluding travelling expenses or other outlay; the amount which has been paid to Mr. Duchemin to date for travelling expenses, living expenses, witness fees, and other sundry expenses, respectively. Presented 21st May, 1913.—*Mr. Sinclair.*

Not printed.

176. Return to an Order of the House of the 4th December, 1912, for a copy of the report or reports made by C. E. Taché, resident engineer of Bonaventure County, Quebec, on public works existing or asked for in that constituency since October, 1911, up to date. Presented 28th March, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

177. Return to an Order of the House of the 6th February, 1913, for a return showing what properties within the area north of Wellington street and west of Bank street, in the City of Ottawa, have been purchased or acquired by the Government; from whom the said purchases were made, and the price paid, or agreed to be paid, in each case; the

CONTENTS OF VOLUME 28.—*Continued.*

number of said properties not yet paid for, the names of the owners thereof, and amount, if any, in dispute in each case; the names of the persons who were employed in any capacity, or for any purpose, in connection with the purchase of the said properties, and the terms of their employment; the amount which has been paid to each, and further amounts to be paid to such persons, giving their respective names; whether the Government has employed any persons or agents to collect rent from the tenants or occupants of any of the said properties, if so, the names of such rent collectors, for what period employed, and amount by way of salary, fees, or commission, paid to each; the total amount paid by the Government up to 31st January, 1913, in connection with the purchase or acquisition of the said properties. Presented 28th March, 1913. *Mr. Murphy* .....*Not printed.*

178. Return to an Order of the House of the 24th January, 1913, for a copy of all correspondence between the Minister of Public Works and H. Morel, M.P.P., for East Nipissing, in any way relating to the construction of a road or highway from North Bay to Sturgeon Falls, Ontario; and of all petitions, correspondence, surveys, and engineers' reports in any way connected with the building of the said road or highway. Presented 28th March, 1913.—*Mr. Murphy*.....*Not printed.*

179. Return to an Order of the House of the 4th December, 1912, for a copy of all pay lists, letters, documents, telegrams and other papers in connection with the expenditures made on Brulé wharf in the County of Colchester during the last two years. Presented 28th March, 1913.—*Mr. Macdonald*.....*Not printed.*

179a. Return to an Order of the House of the 10th December, 1912, for a copy of all papers, documents, tenders and correspondence relating in any way to the construction of a wharf at Kraut Point, Lunenburg County, N.S. Presented 28th March, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

180. Return to an Order of the House of the 29th January, 1913, for a copy of all correspondence, papers, &c., concerning the application made by the Eastern Canada Power Company, with a view to raise the head of the River St. Lawrence in the vicinity of Coteau, Cedar, Split Rock and Cascade rapids to the level of the water in Lake St. François. Presented 28th March, 1913.—*Mr. Lemieux*.....*Not printed.*

181. Return to an Order of the House of the 4th December, 1912, for a copy of all correspondence, letters and telegrams addressed by the Conservative candidate in the County of Gloucester at the election of 21st September, 1911, to the Minister of Public Works from the day he took his oath of office, on 10th October, 1911, up to the 31st December, of the same year, on the subject of public works then under construction in the said county. Presented 28th March, 1913.—*Mr. Turgeon*.....*Not printed.*

182. Return to an Order of the House of the 10th March, 1913, for a return showing the number of men of the R. C. regiment at Aldershot, during the summer of 1912, previous to the regular militia camp; date of going into camp; number there during said time; whether tenders for supplies for these men were called for; number of tenders received and from whom; if any contracts were awarded on said tenders and, if not, what was done with the said tenders; how and from whom were supplies for these men obtained; the prices paid during said time per pound respectively, for meat, sugar, butter, tea, coffee bacon, bread, and how much per bushel for vegetables; the cost per ration for supplies for said men of the R. C. regiment at Aldershot camp during the time aforesaid; the cost per ration for supplies to the regular militia camp under contract during the annual drill in the fall of 1912. Presented 28th March, 1913.—*Mr. Kyte*.....*Not printed.*

CONTENTS OF VOLUME 28.—*Continued.*

183. Report on wholesale prices in Canada, 1912, by R. H. Coats, B.A., F.S.S., editor of the *Labour Gazette*. Presented by Hon. Mr. Crothers, 28th March, 1913....*Not printed.*

184. Area of territories added to Ontario and Quebec, by Statutes of 1912.—(*Senate*). *Not printed.*

185. Relating to recent increase in prices charged Canadian fishermen for manilla cord.—(*Senate*).....*Not printed.*

186. Report of the Pilotage Commission of Quebec. Presented by Hon. Mr. Hazen, 28th March, 1913.....*Not printed.*

187. Return to an Order of the House of the 26th February, 1913, for a copy of all memoranda, letters, papers, telegrams and other documents in the possession of the Department of the Interior relating to the S. W. 36-16-27, W. 2. Presented 31st March, 1913.—*Mr. Knowles*.....*Not printed.*

187*a*. Return to an Order of the House of the 3rd March, 1913, for a copy of all correspondence, telegrams and other papers in connection with the southwest ¼ of 4-9-14 west of 2nd meridian. Presented 10th April, 1913.—*Mr. Bradbury*.....*Not printed.*

187*b*. Return to an Order of the House of the 26th March, 1913, for a copy of all papers, letters, memoranda and other documents relating to the northwest of 30-25-7-2. Presented 25th April, 1913.—*Mr. Oliver*.....*Not printed.*

187*c*. Return to an Order of the House of the 3rd March, 1913,—1. For a copy of all correspondence and other papers in connection with the disposal of the following lands and the claim of James W. Brown in connection with these lands:—

Part of S.E. ¼ section 21-20-21-W. 2nd meridian, area 5/100ths acre.
Part of N.E. ¼ section 21-20-21-W. 2nd meridian, area 11 6/100ths acre
Part of S.E. ¼ section 20-20-21-W. 2nd meridian, area 80 acres.
Part of S.W. ¼ section 28-20-21-W. 2nd meridian, area 72 42/100ths acres.
Whole of S.E. ¼ section 28-20-21-W. 2nd meridian, area 160 acres.
Whole of N.E. ¼ section 32-20-21-W. 2nd meridian, area 160 acres.
Part of S.E. ¼ section 32-20-21-W. 2nd meridian, area 80 acres.
Whole of N.W. ¼ section 5-21-21-W. 2nd meridian, area 160 acres.
Whole of S.E. ¼ section 5-21-21-W. 2nd meridian, area 160 acres.
Part of N.E. ¼ section 5-21-21-W. 2nd meridian, area 123 85/100ths acres.
Whole of S.W. ¼ section 5-21-21-W. 2nd meridian, area 160 acres.

2. Also of all papers in connection with the disposal of the whole of the northwest quarter-section 22-20-21, west of the second meridian; and part of S.W. ¼, 2-20-21-W. of the second meridian; and of all correspondence and papers in connection with Alexander Hurst Brown's claim *re* these lands. Presented 30th April, 1913.—*Mr. Bradbury*.....*Not printed.*

187*d*. Return to an Order of the House of the 9th April, 1913, for a copy of all letters, papers, telegrams and other documents in connection with the sale of the N.W. quarter-section 29-10-18-W. Presented 13th May, 1913.—*Mr. Turriff*.....*Not printed.*

187*e*. Return to an Order of the House of the 28th April, 1913, for a copy of all letters, memoranda and other documents relating to the northeast quarter of 14-75-15-5, during the years 1911, 1912, and 1913 to date. Presented 13th May, 1913.—*Mr. Oliver*. *Not printed.*

CONTENTS OF VOLUME 28.—*Continued.*

187*f*. Return to an Order of the House of the 31st March, 1913, for a copy of all papers, telegrams, applications, and other documents in connection with the S.W. 2-19-20, west 2nd M. Homestead, patented 3rd June, 1892; the S. ½ of N.E. 20-20-21, west 2nd M. patented 11th October, 1904, N.W.H.B., as assignee of Edward Boucher; the S.E ¼ of 22-20-21, west 2nd M., N.W.H.B., patented 22nd September, 1900, as assignee of Louis McGillies; the S.E. ¼ of 28-20 21, west 2nd M., N.W.H.B., patented 26th August, 1901, as assignee of J. Bte. Fagant, jr., and the E. ½ of S.E. ¼ of 32-20-21, west 2nd M., N.W.H.B., patented 11th September, 1901, as assignee of Jos. Alexander; and of all papers in connection with any claims of G. W. Brown or others in connection with these lands. Presented 3rd June, 1913.—*Mr. Bradbury*.....*Not printed.*

187*g*. Return to an Order of the House of the 31st March, 1913, for a copy of all papers, telegrams, applications and other documents regarding the S.W. ¼, 28-20-21, west 2nd M., N.W.H.B., patented 1st March, 1909, as assignee of Norbert Bellehumeur; and the W. ½ of S.E. ¼, 32, 20, 21, west 2nd M., N.W.H.B., patented 1st March, 1909, as assignee of Norbert Bellehumeur; and of all papers in connection with any claims by Norman McKenzie or others against the Government in connection with these lands. Presented 4th June, 1913.—*Mr. Bradbury*.....*Not printed.*

188. Return to an Order of the House of the 10th March, 1913, for a copy of all correspondence or communication of any kind between the Department of Insurance at Ottawa and the Department of Insurance at Toronto since June, 1907, touching the transfer of the Canadian Guardian Life Insurance Company from the jurisdiction of the Insurance Department at Ottawa to that of the jurisdiction of the Insurance Department at Toronto; of all correspondence, if any, between the Insurance Department at Ottawa and the *Saturday Night*, newspaper of Toronto, touching the affairs of the Canadian Guardian Life Insurance Company or the International Insurance Company, Limited; and of all correspondence and other communications between the Department of Insurance at Ottawa and the Government of the province of Alberta in reference to the affairs of the Canadian Guardian Life Insurance Company or the International Insurance Company, Limited. Presented 31st March, 1913.—*Mr. German.*

Not printed.

189. Copy of an Order in Council, &c., respecting a contribution of $30,000 to assist in alleviating the distress of the sufferers by the disastrous cyclone which swept over the City of Regina and its vicinity. Presented by Hon. Mr. White, 31st March, 1913.

Not printed.

190. Copy of correspondence respecting the Treaty of Commerce and Navigation between the United Kingdom and Japan. Presented by Hon. Mr. Borden, 1st April, 1913.

Printed for sessional papers only.

190*a*. From Imperial Consulate General of Japan for the Dominion of Canada. The undersigned, His Imperial Majesty's Consul General at Ottawa, duly authorized by His Government, has the honour to declare that the Imperial Japanese Government are fully prepared to maintain with equal effectiveness the limitation and control which they have since 1908 exercised in the regulation of emigration from Japan to Canada. 11th April, 1913. Presented by Hon. Mr. Borden, 11th April, 1913.....*Not printed.*

191. Copy of the order in council in connection with the appointment of a Commission to inquire into the claims of the province of British Columbia for exceptional treatment. Presented by Hon. Mr. Borden, 1st April, 1913.....*Printed for sessional papers only.*

191*a*. Memorandum *re* British Columbia's claims for special consideration. Presented by Hon. Mr. Borden, 1st April, 1913.....*Printed for sessional papers only.*

CONTENTS OF VOLUME 28.—*Continued.*

191*b*. Copies of orders in council, &c., relating to the appointment of commissioners to adjust all matters relating to Indian lands and Indian affairs generally in the province of British Columbia. Presented by Hon. Mr. Borden, 17th April, 1913.
Not printed.

191*c*. Report of the Royal Commission appointed to inquire into and report upon the law respecting pilotage and its administration in the pilotage districts of Montreal and Quebec; and what changes, if any, are desirable therein; and also, a letter addressed to the Minister of Marine and Fisheries from Mr. Ajutor Lachance, one of the commissioners. Presented by Hon. Mr. Hazen, 18th April, 1913.....*Not printed.*

191*d*. Report of Royal Commission on Industrial Training and Technical Education, Parts I, II, III. and IV. Presented by Hon. Mr. Crothers, 4th June, 1913.
Printed for distribution and sessional papers.

192. Return to an Order of the House of the 24th February, 1913, for a copy of all memoranda, letters, papers and documents relating to the setting apart of a forest reserve on the north side of the Saskatchewan river opposite the City of Prince Albert. Presented 2nd April, 1913.—*Mr. Oliver*.....*Not printed.*

192*a*. Return to an Order of the House of the 26th February, 1913, for a copy of all memoranda, reports, letters, and other documents of any kind in the possession of the Department of the Interior relating to the suitability for forest reserve or for homesteading purposes, of the whole or any part of townships 24 and 25, range 27, west of the first meridian, now forming part of the Riding Mountain Forest Reserve. Presented 11th April, 1913.—*Mr. Oliver*.....*Not printed.*

193. Return to an Order of the House of the 10th February, 1913, for a copy of all correspondence exchanged between the Department of Marine and Fisheries and the member for Temiscouata, and all other persons, respecting the placing of a light or line of lights on wharf at Ile Verte, County of Temiscouata. Presented 4th April, 1913.—*Mr. Paquet*.....*Not printed.*

194. Copy of a report of the Committee of the Privy Council, approved by His Excellency the Administrator, on the 5th April, 1913, relative to a contract for an ocean mail, passenger and freight steamship service between Canada and Great Britain and Great Britain and Canada, together with the articles of agreement for the said service. Presented by Hon. Mr. Pelletier, 7th April, 1913.....*Not printed.*

195. Return to an Order of the House of the 10th March, 1913, for a statement showing the total volume of trade, in import and export, respectively, between Canada and Newfoundland for each year during the period from the 1st day of January, 1896, to the 1st day of January, 1913, and of what the said trade consisted of each year.

2. The volume of trade between Newfoundland and the West Indian Islands, included in the West Indian trade agreement with Canada, dated the 9th day of April, 1912, during the years 1909, 1910, 1911 and 1912, in import and export, and of what the said import and export consisted of each year. Presented 10th April, 1913.—*Mr. McKenzie.*
Not printed.

195*a*. Supplementary return to an Order of the House of the 10th March, 1913, for a statement showing the total volume of trade, in import and export, respectively, between Canada and Newfoundland for each year during the period from the 1st day of January, 1896, to the 1st day of January, 1913, and of what the said trade consisted of each year.

CONTENTS OF VOLUME 28.—*Continued.*

2. The volume of trade between Newfoundland and the West Indian Islands, included in the West Indian trade agreement with Canada, dated the 9th day of April, 1912, during the years 1909, 1910 1911 and 1912, in import and export, and of what the said import and export consisted of each year. Presented 21st April, 1913.—*Mr. McKenzie* ....*Not printed.*

196. Return to an Order of the House of the 9th December, 1912, for a copy of all letters, telegrams, and correspondence referring in any way to the purchase or leasing of the property in Antigonish, N.S., now in use as a gun shed or store house for the equipment of the 18th Field Battery of Artillery. Presented 14th April, 1913.—*Mr. Chisholm (Antigonish)*..... .....*Not printed.*

197. Return to an Order of the House of the 19th March, 1913, for a copy of all tenders asking for the construction of a drill hall at Fernie, B.C., of all correspondence concerning the awarding of the contract, and of all correspondence and documents regarding said tender and contract. Presented 14th April, 1913.—*Sir Wilfrid Laurier.* *Not printed.*

197*a*. Supplementary return to an Order of the House of the 19th March, 1913, for a copy of all tenders asking for the construction of a drill hall at Fernie, B.C., of all correspondence concerning the awarding of the contract, and of all correspondence and documents regarding said tender and contract. Presented 6th June, 1913.—*Sir Wilfrid Laurier*..... ....*Not printed.*

198. Return to an Order of the House of the 24th February, 1913, for a copy of all correspondence and documents between the government of Canada or any officer thereof, and one Miss Mastin, of England, relating to a presentation of certain chinaware and other curiosities, made to the Government by the said Miss Mastin, in memory of the defeat at the polls of the agreement relating to reciprocity with the United States. Presented 14th April, 1913.—*Mr. Sinclair*.....*Not printed.*

199. Return to an Order of the House of the 19th March, 1913, for a return showing the names, professions or occupations, residences, the date of appointment, and the salary in each case, of all correspondents of the *Labour Gazette*, and also the number of changes made in that particular for the year 1912. Presented 22nd April, 1913.—*Mr. Verville* ....*Not printed.*

200. Return to an Order of the House of the 26th March, 1913, for a return showing the amount of seed grain supplied to settlers in Peace River during the year 1912; the amount of seed grain being provided for settlers in Peace River during 1913; who distributed the seed grain supplied in 1912 and who is authorized to distribute seed grain in 1913; under what conditions seed grain was supplied during 1912, and those proposed for 1913; if provisions were supplied during 1912, what the conditions were and who gave out the supplies; if it is intended to supply provisions in 1913, what conditions will be given and who will give them out. Presented 25th April, 1913.—*Mr. Oliver* ....*Not printed.*

201. Return to an Order of the House of the 7th April, 1913, for a copy of all documents in the Department of the Interior prior to the issue of the Crown patents relating to Lot No. 217 of the Hudson Bay Company Survey, in the parish of St. John, Winnipeg. Presented 25th April, 1913.—*Mr. Proulx*.....*Not printed.*

202. Return to an Order of the House of the 31st March, 1913, for a copy of all correspondence claims and reports with reference to compensation claimed by owners of horses attached to the 10th Field Battery at Camp Petawawa in the summer of 1912, by rea-

CONTENTS OF VOLUME 28.—*Continued.*

son of damage or disease contracted while in the service; also of all such claims paid, the amounts in each case, and the persons to whom paid. Presented 25th April, 1913.—*Mr. Carvell*.....*Not printed*

203. Return to an Order of the House of the 11th December, 1912, for a copy of all papers, documents, pay-rolls, accounts, receipts, and correspondence in connection with all expenditures of money made in 1912 upon the Petite Rivière breakwater, Lunenburg County, Nova Scotia. Presented 29th April, 1913.—*Mr. Maclean (Halifax)*.
Not printed.

203a. Return to an Address to His Royal Highness the Governor General of the 9th December, 1912, for a copy of all advertisements, tenders, contracts, orders in council, letters, correspondence, &c., relating to the construction of a wharf or breakwater at Seaforth, Halifax County, N.S. Presented 29th April, 1913.—*Mr. Maclean (Halifax)*.
Not printed.

203b. Return to an Order of the House of the 20th March, 1912, for a copy of all documents, letters, correspondence, petitions, reports, &c., addressed to the Department of Public Works since the 21st September last on the subject of a wharf now under construction at St. Croix, in the County of Lotbinière, province of Quebec. Presented 29th April, 1913.—*Mr. Fortier*.....*Not printed.*

203c. Return to an Order of the House of the 19th March, 1913, for a return showing whether the repairs to Red Point wharf, Lot 48, Prince Edward Island, have been completed; if the work was done by tender or by day labour; if by tender, with whom the contract was made; if by day labour, the number of superintendents, inspectors, or overseers employed, their names, the number of days each did work, and the wages per day paid to each; the number of men employed, their names, the number of days each did work and the wages per day paid to each; who supplied the materials; the amount of each kind or class used, and the price paid for each kind or class; the total amount paid for materials, wages and cost of the work. Presented 2nd May, 1913.—*Mr. Hughes (Kings, P.E.I.)*.....*Not printed.*

203d. Return to an Order of the House of the 31st March, 1913, for a copy of all documents, papers, correspondence, representations, &c., relating to the purchase of land at Digby, Nova Scotia, for the purpose of a site for a public wharf. Presented 2nd May, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

203e. Return to an Order of the House of the 19th March, 1913, for a return showing whether the repairs to Southport wharf, Lot 48, Prince Edward Island, have been completed; if the work was done by tender or by day labour; if by tender, with whom the contract was made; if by day labour, the number of superintendents, inspectors, or overseers employed, their names, the number of days each did work, and wages per day paid to each; the number of men employed, their names, the number of days each did work and the wages per day paid to each; who supplied the materials; the amount of each kind or class used and the price paid for each kind or class; the total amount paid for materials, wages and cost of the work. Presented 2nd May, 1913.—*Mr. Hughes (Kings, P.E.I.)*.....*Not printed.*

203f. Return to an Order of the House of the 11th December, 1912, for a copy of all accounts, correspondence, telegrams, complaints and other documents in possession of the Department of Public Works, in relation to the expenditure of moneys on harbour improvements at Grand Etang, during the year 1911-12. Presented 13th May, 1913.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

CONTENTS OF VOLUME 28.—*Continued.*

203*g*. Return to an Order of the House of the 7th April, 1913, for a copy of all documents, correspondence, &c., relating to the purchase by the Department of Public Works of a certain quantity of timber for the construction of a wharf at St. Germain de Kamouraska, the said purchase having been made, as alleged, from Murray Castonguay during the year 1912. Presented 26th May, 1913.—*Mr. Lapointe (Kamouraska).* *Not printed.*

203*h*. Return to an Order of the House of the 29th January, 1913, for a copy of all letters written to the Honourable Minister of Public Works, or to any officer of the Public Works Department, or to any member of the government since 10th October, 1911, by G. A. R. Rowlings, John S. Wells and S. R. Griffin, relating to the construction of public works, County of Guysborough, N.S., also a copy of the replies to the same. Presented 29th May, 1913.—*Mr. Sinclair*.....*Not printed.*

203*i*. Return to an Order of the House of the 7th May, 1913, for a copy of all correspondence exchanged between the Postmaster General and M. Isidore Belleau, of Quebec, in connection with improvements contemplated in Quebec harbour. Presented 2nd June, 1913.—*Mr. Carvell*.....*Not printed.*

203*j*. Return to an Order of the House of the 28th April, 1913, for a copy of all papers, documents, pay-rolls, receipts, accounts, correspondence, &c., relating to repairs made upon the breakwater at Petite Rivière, Lunenburg County, N.S., in the year 1912. Presented 6th June, 1913.—*Mr. Maclean (Halifax)*.....*Not printed.*

204. Return to an Order of the House of the 4th March, 1912.—1. For a copy of all reports of engineers from 1874 to 1900, relating to the most suitable site in the harbour of Quebec for the construction of a dry dock.

2. Of all correspondence exchanged on the subject of a choice of a site for the dry dock now existing at St. Joseph de Lévis, at the time of its construction.

3. Of engineers reports, plans, maps and bearings relating to the construction of a new dry dock in the port of Quebec since 1900.

4. Of all correspondence exchanged between the different companies and the government relating to the construction of a new dry dock in the port of Quebec, since 1909.

5. Also for the production of all documents submitted by the different companies who have asked for the government grant provided by the Dry Dock Subsidies Act. Presented 29th April, 1913.—*Mr. Béland*.....*Not printed.*

204*a*. Dry dock of Lévis. Report of Mr. Charles Smith against Sampson, et al.—*(Senate).* *Not printed.*

204*b*. Return to an Address to His Royal Highness the Governor General of the 19th March, 1913, for a copy of all orders in council, plans and estimates, correspondence, papers and inquiries respecting the construction of a dry dock at Quebec or Lévis or in the port or harbour of Quebec. Presented 6th June, 1913.—*Mr. Lachance*....*Not printed.*

205. Return to an Order of the House of the 9th April, 1913, for a copy of the petition of the Restigouche Fishermen's Association to the Minister of Marine and Fisheries asking for the removal of Mr. M. M. Mowat, head guardian of the Restigouche Riparian Association as Dominion fishery officer, and the answer thereto. Presented 2nd May, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

206. Return to an Order of the House of the 13th February, 1913, for a return showing the name of the company who has the contract for the electric lighting of the government buildings and grounds in Ottawa, date of contract and period, on what notice can contract be cancelled, price paid per kilowatt hour for electric lighting, names of

CONTENTS OF VOLUME 28.—*Continued.*

buildings lighted, cost of lighting each per year, rate for electric lighting if a combined power and light rate, price for current for power purposes, if lamps are not free, price paid for the carbon and tungsten lamps renewed, are lamps marked so as to be identified as belonging to the government buildings, number of electric lamp renewals paid for during the last fiscal year, where required, number of carbon and tungsten lamps respectively in use in the several buildings and the candle power or wattage of the same. Presented 2nd May, 1913.—*Mr. Wilson (Wentworth)*
Not printed.

207. Return to an Order of the House of the 17th February, 1913, for a copy of all correspondence, letters, telegrams, petitions, memoranda, reports, tenders, deposits, recommendations and all other documents of any nature whatsoever bearing on or having relation to the erection of a public building in the city of Three Rivers, P.Q., since the 11th day of October, 1911, to date. Presented 2nd May, 1913.—*Mr. Bureau.*
Not printed.

207*a*. Return to an Order of the House of the 26th May, 1913, for a copy of all papers, letters, and documents relating to the construction of a public building in the town of Laurentides, County of L'Assomption. Presented 4th June, 1913.—*Mr. Seguin.*
Not printed.

207*b*. Return to an Order of the House of the 2nd April, 1913, for a copy of all correspondence, letters, telegrams, contracts, tenders and reports of government inspector, in relation to the work and repairs on the public building at North Sydney during the year 1912, and particularly the inspector's report on the damages caused by fire during the construction of said works and repairs; and also a copy of the tenders of Henry Lovell, for the above work. Presented 6th June, 1913.—*Mr. McKenzie.*
Not printed.

207*c*. Return to an Order of the House of the 27th January, 1913, for a copy of all telegrams, letters, documents and plans relative to the purchase or acquirement of land for the purpose of erecting a public building in Stellarton, Nova Scotia, in the year 1912. Presented 6th June, 1913.—*Mr. Macdonald*.....*Not printed.*

208. Return to an Order of the House of the 24th February, 1913, for a return showing the names of the buildings occupied by the Government as public offices, which are under rent, excepting the Centre, East, West and Langevin Blocks; the street on which each of these offices is situated and the number of the street in each case. Presented 2nd May, 1913.—*Mr. Boulay*.....*Not printed.*

209. Return to an Order of the House of the 11th December, 1912, for a copy of all accounts, correspondence, telegrams, complaints and other documents in possession of the Department of Public Works, relating to the construction of telegraph lines during the year 1911-12, from South West Margaree to Scotsville, from Scotsville to North Ainslee; from Scotsville to South Lake Ainslee and Whycocomagh; from Little Narrows to Whycocomagh; from Rossville to Big Intervale and from Rossville to the Victoria County Boundary Line, all in the County of Inverness. Presented 2nd May, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed.*

210. Correspondence in connection with the area or areas prescribed for mange in British Columbia.—(*Senate*).... ....*Not printed.*

211. Report made by the Central Railway of Canada to the Railway Department.—(*Senate*).
Not printed.

CONTENTS OF VOLUME 28.—*Continued.*

212. Return to an Address to His Royal Highness the Governor General of the 10th February, 1913, for a copy of all orders in council, letters, telegrams and of all other official documents of any kind in the possession of the Department of Customs, relating to the seizures of twenty horses from John Gobel, for smuggling them across the United States boundary near Coutts, or Writing-on-Stone, between the 20th and 28th of February, 1911. Presented 5th May, 1913. *Mr. MacNutt*.....*Not printed.*

213. Return to an Address to His Royal Highness the Governor General of the 10th February, 1913, for a copy of all orders in council, letters, telegrams and of all other official documents of any kind in the possession of the Department of the Interior, relating to sale of school lands which have been held in the provinces of Alberta and Saskatchewan since the 12th day of October, 1911. Presented 7th May, 1913.—*Mr. McCraney*.....*Not printed.*

213*a*. Return to an Order of the House of the 2nd April, 1913, for a return showing by quarter-section, or fraction of quarter-section, all school lands sold in Manitoba, Saskatchewan and Alberta during the calendar year 1912; the price per acre at which each separate parcel was sold; the name and address of each purchaser; a list of all school lands sold at above sales which have since been cancelled; the price at which each parcel of said cancelled lands were sold, with the names and addresses of purchasers of each parcel of said lands sold and subsequently cancelled. Presented 23rd May, 1913.—*Mr. Turriff*.....*Not printed.*

213*b*. Return to an Order of the House of the 12th February, 1913, for a return showing all school lands sold in the province of Saskatchewan in 1912, giving each parcel of land sold, the name and address of each purchaser, the date and place of sale, the name of the auctioneer at each sale, and any assignments of contracts of purchase of which the government has notice, and a copy of all correspondence passing between the Government, or any member thereof, and the Government of the province of Saskatchewan or any member thereof, with respect to the sale of school lands in the said province. Presented 6th June, 1913.—*Mr. Martin (Regina)*.....*Not printed.*

214. Return to an Order of the House of the 9th April, 1913, for a copy of all petitions, affidavits, specifications, plans, drawings, claims, certificates, papers and patent rights in the Department of Agriculture or the Patents Branch thereof, with respect to Patent Number 142823. Presented 7th May, 1913.—*Mr. Carvell*.....*Not printed.*

215. Return to an Order of the House of the 28th April, 1913, for a copy of all memorials, petitions, and letters, addressed to or sent by the Minister of Agriculture, or on his behalf, in connection with the establishment of an agricultural school, model farm or demonstration station at New Carlisle, Quebec. Presented 9th May, 1913.—*Mr. Marcil (Bonaventure)*.....*Not printed.*

216. Return to an Order of the House of the 28th April, 1913, for a copy of all telegrams, correspondence, returns, &c., between the Department of Agriculture, and any other person or persons, requesting recently that the Veterinary Director General of Canada visit Nova Scotia. Presented 9th May, 1913.—*Mr. Maclean (Halifax)*.
Not printed.

217. Extent to which the Franking privilege is used by the several provinces in Canada for statistics.—*(Senate)*.....*Not printed.*

218. Return to an Order of the House of the 29th January, 1913, for a copy of all diaries and other documents relating to and showing the work performed during the months of June and July, 1912, by Homestead Inspectors Rathwell and Erratt in the Moosejaw land district. Presented 16th May, 1913.—*Mr. Knowles*.....*Not printed.*

CONTENTS OF VOLUME 28.—*Continued.*

218*a*. Return to an Order of the House of the 29th January, 1913, for a copy of all diaries relating to and showing the work performed during the months of June and July, 1912, by Homestead Inspectors Brandt, Balfour, Ouelette and Sipes, in the Regina land district. Presented 16th May, 1913.—*Mr. Martin (Regina).....Not printed.*

218*b*. Return to an Order of the House of the 29th January, 1913, for a return showing the expenses of Homestead Inspectors Brandt, Balfour, Ouelette and Sipes during the months of June and July, 1912. Presented 16th May, 1913.—*Mr. Martin (Regina).*
Not printed.

218*c*. Return to an Order of the House of the 29th January, 1913, for a return showing the expenses of Homestead Inspector Miller of the Moosejaw land district during the months of June and July, 1912, together with a copy of all reports, proceedings, diaries and other documents, showing the work performed during the said time by the said homestead inspector. Presented 16th May, 1913.—*Mr. Knowles.....Not printed.*

218*d*. Return to an Order of the House of the 29th January, 1913, for a copy of all diaries and other documents relating to and showing the work performed during the months of June and July, 1912, by Homestead Inspectors Shields and McLaren, in the Swift Current lands district. Presented 23rd May, 1913.—*Mr. Knowles.....Not printed.*

218*e*. Return to an Order of the House of the 29th January, 1913, for a return showing the expenses of Homestead Inspectors Shields, McLaren, Erratt and Rathwell, during the months of June and July of 1912. Presented 26th May, 1913.—*Mr. Knowles.*
Not printed.

219. Return to an Order of the House of the 26th March, 1913, for a copy of all papers, memoranda, and instructions relating to a certain area of land on the bank of Little Manitou Lake, Saskatchewan, recently transferred to the town of Waterous, for park purposes. Presented 16th May, 1913.—*Mr. Oliver.....Not printed.*

220. Return to an Order of the House, of the 4th December, 1912, for a copy of all correspondence and other documents in the possession of the Department of Public Works relating to the proposed interprovincial bridge between Hawkesbury, Ontario, and Grenville, Quebec. Presented 26th May, 1913.—*Mr. Proulx.....Not printed.*

221. Return to an Order of the House of the 1st April, 1913, for a copy of all complaints, charges, evidence and reports in connection with the investigation held at Aldershot, N.S., in September, 1912, relating to the alleged thefts of property from the militia camp. Presented 26th May, 1913.—*Mr. Kyte.....Not printed.*

221*a*. Return to an Order of the House of the 21st April, 1913, for a copy of all notices, tenders, contracts and correspondence relating to the supplying of ice for the military comp at Aldershot, N.S., for 1913, and of all correspondence relating to the source of such ice supply. Presented 26th May, 1913.—*Mr. Kyte.....Not printed.*

222. Return to an Order of the House of the 17th February, 1913, for a copy of all letters, proposals, tenders, memoranda, papers and documents in the possession of the Department of Trade and Commerce, or any department of the Government, bearing date since 1st December, 1912, relating to steamship service between Canada and the West Indies. Presented 27th May, 1913.—*Mr. Maclean (Halifax).....Not printed.*

222*a*. Return to an Order of the House of the 2nd April, 1913, for a copy of all correspondence, petitions, letters, telegrams, and other documents in the Department of Trade and Commerce, or any department of the Government, relating to the SS. service,

CONTENTS OF VOLUME 28.—*Continued.*

between Mulgrave, County of Guysborough and Cheticamp, Inverness County, during the years 1910-11, 1911-12, and 1912-13, and the service to be continued during the year 1913-14. Presented 27th May, 1913.—*Mr. Chisholm (Inverness)*.....*Not printed.*

223. Return to an Order of the Senate calling upon the Clerk of the House to furnish a statement showing the number of Bills passed by the House of Commons since Confederation, which have been:—1. Amended by the Senate. 2. Rejected by the Senate. 3. Amended by the Senate and accepted by the Commons.—(*Senate*).....*Not printed.*

224. Return to an Order of the House of the 14th May, 1913, showing whether a contract was passed by the Post Office Department in the year 1911, for the use of stamp vending machines, the terms of said contract, the date, and by whom signed. Presented 2nd June, 1913.—*Mr. Lemieux*.....*Not printed.*

225. Ordinances of the Yukon Territory, passed by the Yukon Council in the year 1913. Presented by Hon. Mr. Coderre, 2nd June, 1913.....*Not printed.*

226. Names of judges of Superior and Circuit Court in province of Quebec, date of appointment, &c.—(*Senate*)..... .....*Not printed.*

227. Return to an Order of the House of the 19th May, 1913, for a return showing the per capita taxation for the year ending 31st March, 1913, and for each of the twelve preceding years. Presented 3rd June, 1913—*Mr. Hughes (Kings, P.E.I.)*....*Not printed.*

228. Return to an Order of the House of the 29th May, 1913, for a return showing whether a certificate has been issued by the Treasury Board authorizing the transfer of the assets and liabilities of La Banque Internationale du Canada to the Home Bank; the terms of the said transfer, and all documents bearing on this question. Presented 3rd June, 1913.—*Mr. Lemieux*..... .....*Not printed.*

229. Report of the Canadian delegates to the International Conference, held at New York for the consideration of the Commemoration of the First Century of Peace between the United States and the British Empire. Presented by Hon. Mr. Borden, 5th June, 1913..... ....*Not printed.*

230. Return to an Address to His Royal Highness the Governor General of the 10th March, 1913, for a copy of all correspondence, memoranda, orders in council, departmental orders and reports from fishery overseers or other officers, during the past two years, relating to weir licenses in the waters of the Counties of Charlotte and St. John, Province of New Brunswick. Presented 6th June, 1913.—*Mr. Pugsley*.....*Not printed.*

231. Return to an Order of the House of the 24th February, 1913, for a copy of all letters and papers relating to the issue of half-breed scrip, warrant No. 2155, certificate No. 672, to Albert St. Denis, and the disposition of the said scrip. Presented 6th June, 1913.—*Mr. Oliver*..... .....*Not printed.*

232. Return to an Address to His Royal Highness the Governor General of the 3rd February, 1913, for a copy of all papers in connection with the withdrawal from settlement of a strip of land one mile in width along the line of the Hudson Bay Railway, and of the order in council, and also of all plans and correspondence in connection with the same, prior and subsequent thereto. Presented 6th June, 1913.—*Mr. Graham.* *Not printed.*

233. A return to an Order of the Senate dated 7th March, 1913, for a copy of all papers, letters, petitions, contracts and other papers relating in any way to the purchase of land at Le Pas for terminus of Hudson Bay road.—(*Senate*).....*Not printed.*

SEVENTH REPORT

OF THE

BOARD OF RAILWAY COMMISSIONERS FOR CANADA

FOR THE YEAR ENDING MARCH 31

1912

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1913

[No. 20c—1913.]

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Hon. J. P. MABEE, Chief Commissioner.

D'ARCY SCOTT, Assistant Chief Commissioner.

Hon. M. E. BERNIER, Deputy Chief Commissioner.

JAS. MILLS, Commissioner.

S. J. MCLEAN, Commissioner.

A. S. GOODEVE, Commissioner.

A. D. CARTWRIGHT,
Secretary.

CONTENTS

	Page.
Amendment to the Railway Act, Chapter 22	7
Application Canadian Oil Companies, Ltd.	13
Application Continental Oil Co., Ltd., *re* commodity rates on Petroleum Oils	30
Application British Columbia News Co., Ltd., *re* Express rates on magazines	34
Automatic Signalling and Interlocking	67
Allowances for staking of flat and open cars	69
Blaugas, Use of by Railway Companies	41
Cartage, Collection of by Railway Companies	38
Dump Ash Pans on Locomotive Engines	44
Drawbridges	66
Express Companies' Receipt Forms	28
Express Rates on Cream	29
Express Classification of Newspapers from Winnipeg to Calgary and Revelstoke	33
Express Companies' Delivery Limits	36
Equipment of Snow Plows with Automatic Couplers	64
Equipment of Freight Vans with Coupler Operating Levers	67
Examination Papers for Railway Employees	68
Eye and Ear Test for Railway Employees	72
Fire Guards	39
Fenders and Wheel Guard on Electric Railway Equipment	65
General Train and Interlocking Rules	61
Height of Freight Cars, Limitation of	63
Heating of Cars for carrying of Mineral Water, &c	73
Inspection and Testing of Locomotive Boilers	45
Joint Tariffs	76
Main Line Switches, Lighting of	41
Offices of the Board	79
Public Sittings of the Board	12
Persons killed and injured trespassing on property of railway companies	38
Publication and filing of Joint Tariffs	76
Railway Grade Crossing Fund	13
Reporting of Accidents at Highway Crossings	36
Rules for Pipes Crossing Railways	58
Routine Work of the Board—	
Record Department	77
Informal Complaints	78
Secretary's Department	78
Traffic Department	78
Engineering Department	79
Operating Department	79
Sections to be worked by Section Gangs, Length of	42
Snow Cleaning Devices, Removal of, from locomotives	42
Standard Specifications for Wire Crossings	60
Transfer of Unprepaid Joint Freight Traffic	66
Telegraph Tolls	68
Weighing of Carload Traffic and Allowances from Track Scale Weights	71
Western Freight Rates	74

APPENDICES.

PAGE.

Appendix 'A.'—A List of Complaints filed with the Board. 80

" 'B.'—A List of Cases heard at Public Sittings of the Board. 110

" 'C.'—Reasons for some of the principal Orders made. (For Index see end of Report). 185

. . . . " 'D.'—Report of Chief Traffic Officer and a list of purely traffic Orders. 379

" 'E.'—Report of the Chief Engineer. 396

" 'F.'—Report of the Chief Operating Officer, with Schedules. 411

" 'G.'—Names of Members of Board's Staff, with dates of Appointments and Salaries. 663

" 'H.'—Rules and Regulations of the Board. 430

" 'I.'—A List of Books in Library. 454

" 'J.'—A List of Applications subdivided under various Sections of the Railway Act. 463

" 'K.'—A List of Cases carried to the Supreme Court since establishment of Board. 464

" 'L.'—General Orders and Circulars of the Board from its inception to March 31st, 1912 (For Index see end of Report). 467

REPORT

OF THE

BOARD OF RAILWAY COMMISSIONERS FOR CANADA

To His Excellency the Governor in Council:

Pursuant to the provisions of section 62 of the Railway Act, as amended by Section 12 of Chapter 32, 8-9 Edward VII, the Board of Railway Commissioners for Canada has the honour to submit its Seventh Report for the year ending 31st March, 1912.

Since submission of the Board's last report the Railway Act has been amended in certain important particulars, under, and by virtue of Chapter 22, 1-2 George V, entitled an Act to amend the Railway Act, assented to the 19th of May, 1911.

The following are the amendments referred to:—

1-2 GEORGE V.

CHAP. 22.

An Act to amend the Railway Act.

(Assented to 19th May, 1911.)

HIS MAJESTY, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. Subparagraph (*c*) of paragraph (4) of section 2 of The Railway Act, chapter 37 of the Revised Statutes, 1906, hereinafter called "the principal Act," is repealed and the following is substituted therefor:—

"(*c*) in the sections of this Act which require companies to furnish statistics and returns to the Minister, or provide penalties for default in so doing, means further any company constructing or operating a line of railway in Canada, even although such company is not otherwise within the legislative authority of the Parliament of Canada, and includes any individual not incorporated who is the owner or lessee of a railway in Canada, or party to an agreement for the working of such railway, and includes also any telephone, telegraph or express company."

2. Paragraph (*f*) of subsection 1 of section 30 of the principal Act is amended by adding at the end thereof the following:—

"and may require the company to establish and maintain an efficient and competent staff of fire-rangers, equipped with such appliances for fighting, or preventing fires from spreading, as the Board may deem proper, and to provide such rangers with proper and suitable equipment to enable them to move from place to place along the line of railway with all due speed. The Board may require the company to maintain an efficient patrol of the line of railway and other lands in the vicinity thereof to which fires may spread, and generally define the duties of the company, and the said fire-rangers, in respect thereof. The Board may require the company to make returns of

the names of fire-rangers in its employ in the performance of the above duties, and of the places or areas in which they are from time to time engaged. For the purpose of fighting and extinguishing fires, the said fire-rangers may follow the fires which spread from the railway to over and upon the lands to which they may spread."

3. Subsection 1 of section 41*a* of the principal Act, as enacted by section 10 of chapter 62 of the statutes of 1908, is amended by inserting immediately after the word "railway" in the third line of the said subsection the words "telegraph, telephone or express."

4. Section 159 of the principal Act is amended by adding thereto the following subsection:—

"5. In granting any such sanction, the Board may fix a period—

"(*a*) within which the company must acquire the lands included in its right-of-way, or take the necesary steps for such purpose; or,

"(*b*) within which the notices mentioned in section 193 shall be conclusively deemed to have been given; and in the event of the order granting such sanction, whether made before or after the passing of this Act, providing no such time limit, any owner or person interested in lands, included in the right-of-way, as shown by the said plans, may apply to the Board for an order that the company shall acquire such lands, or take the necessary steps for such purposes, within such time as the Board deems proper, and thereupon the Board may make such order in the premises as appears just."

5. Section 228 of the principal Act is amended by adding thereto the following subsections:—

"3. Where the lines or tracks of any railway, the construction or operation of which is authorized by the legislature of any province, are intersected by those of a railway, the construction or operation of which is authorized by the Parliament of Canada, or in any case in which the lines or tracks of any two such railways run through or into the same city, town or village, and it is desired by one of such companies, or by any municipal corporation, or other public body, or any person interested, that the lines or tracks of such railway should be connected, so as to admit of the safe and convenient transfer of engines, cars and trains from the lines or tracks of one railway to these of the other, and for the reasonable receiving, forwarding, delivering and interswitching of traffic between such railways, and there exists in the province in which such connection is desired, a provincial railway, or public utilities board having power to require such connection between the railways of two companies incorporated under provincial authority, the following proceedings may be taken:—

"(*a*) Either of such companies, or any municipal corporation, or other public body, or any person interested, may file with the secretary of the Board, and with the secretary of the provincial railway, or public utilities board in the province in question, an application for an order that such connection should be required to be made, together with evidence of service of such application upon the railway companies, interested or affected; and, where the application is not made by the municipality, upon the head of the municipal corporation within which the proposed connection is situate;

"(*b*) After the receipt of the said application, the Board and the provincial railway, or public utilities board having jurisdiction in the province, may, by joint session or conference, in conformity with the practice to be established by them, hear and determine the said application, and may order that the lines and tracks of such railways be so connected at or near the point of intersection, or in or near such city, town, or village, upon such terms and conditions, and subject to such plans, as they may deem proper;

"(*c*) The chairman of the Board and the chairman of such provincial railway board, or public utilities board of such of the provinces as may pass concur-

rent legislation carrying into effect the purposes and objects of this Act, may make rules of procedure and practice covering the making of such applications and the hearing and the disposition thereof;

"(*d*) The chairman of the Board and the chairman of any provincial railway board, or public utilities board of the province in which applications may arise, may assign or appoint from each board the members comprising the joint board that may be required to sit for the hearing and determining of such applications as they arise;

"(*e*) Any order aforesaid may be made a rule of the Exchequer Court of Canada, and shall be enforced in like manner as any rule, order, or decree of such Court.

"4. The word 'railway,' for the purposes of this section, shall include any steam or electric railway, street railway or tramway."

6. Section 235 of the principal Act is amended by striking out the words "The railway" at the commencement of the said section and substituting therefor the words "Subject to the company making such compensation to adjacent or abutting land owners as the Board deems proper the railway of the company."

7. Section 4 of chapter 50 of the statutes of 1910 is repealed, and the following is enacted as subsection 5 of section 246 of the principal Act:—

"5. An order of the Board shall not be required in cases in which wires or other conductors for the transmission of electrical energy are to be erected or maintained over or under a railway, or over or under wires or other conductors for the transmission of electrical energy with the consent of the railway company or the company owning or controlling such last mentioned wires or conductors, in accordance with any general regulations, plans or specifications adopted or approved by the Board for such purposes."

8. Section 250 of the principal Act is amended by adding thereto the following subsection:—

"4. An order of the Board shall not be required in the cases in which water pipes or other pipes are to be laid or maintained under the railway, with the consent of the railway company, in accordance with the general regulations, plans or specifications adopted or approved by the Board for such purposes."

9. Subsection 4 of section 254 of the principal Act is repealed, and the following are enacted as subsections 4 and 5 of the said section:—

"4. The Board may, upon application made to it by the company, relieve the company, temporarily or otherwise, from erecting and maintaining such fences, gates and cattle-guards where the railway passes through any locality in which, in the opinion of the Board, such works and structures are unnecessary.

"5. Where the railway is being constructed through enclosed lands, it shall be the duty of the company, to take effective measures to prevent cattle or other animals escaping from or getting upon such enclosed lands or upon the property of the company by reason of any act or thing done by the company, its contractors, agents or employees."

10. Section 10 of chapter 32 of the statutes of 1909 and section 10 of chapter 50 of the statutes of 1910 are repealed, and the following is enacted as section 298 of the principal Act:—

"298. Whenever damage is caused to any property by a fire started by any railway locomotive, the company making use of such locomotive, whether guilty of negligence or not, shall be liable for such damage, and may be sued for the recovery of the amount of such damage in any court of competent jurisdiction: Provided that if it be shown that the company has used modern and efficient appliances, and has not otherwise been guilty of any negligence, the total amount of compensation recoverable from the company under this section in respect of any one or more claims for damage from a fire or fires started by the same locomotive and upon the same occasion.

shall not exceed five thousand dollars; provided also that if there is any insurance existing on the property destroyed or damaged the total amount of damages sustained by any claimant in respect of the destruction or damage of such property shall, for the purposes of this subsection, be reduced by the amount accepted or recovered by or for the benefit of such claimant in respect of such insurance. No action shall lie against the company by reason of anything in any policy of insurance or by reason of payment of any moneys thereunder. The limitation of one year prescribed by section 306 of this Act shall run from the date of final judgment in any action brought by the assured to recover such insurance money, or, in the case of settlement, from the date of the receipt of such moneys by the assured, as the case may be.

"2. The compensation, in case the total amount recovered therefor is less than the claims established, shall be apportioned amongst the parties who suffered the loss, as the court or judge may determine.

"3. The company shall have an insurable interest in all property upon or along its route, for which it may be held liable to compensate the owners for loss or damage by fire caused by a railway locomotive, and may procure insurance thereon in its own behalf.

"4. The Board may order, upon such terms and conditions as it deems expedient, that fire-guards be established and maintained by the company along the route of its railway and upon any lands, of His Majesty or of any person, lying along such route, and, subject to the terms and conditions of any such order, the company may at all times enter into and upon any such lands for the purpose of establishing and maintaining such fire-guards thereon, and freeing, from dead or dry grass, weeds and other unnecessary inflammable matter, the land between such fire-guards and the line of railway."

11. Subsection 3 of section 328 of the principal Act is amended by striking out the word "ten" in the third line of the said subsection, and substituting therefor the word "thirty."

12. Section 1 of chapter 31 of the statutes of 1909 is repealed and the following is enacted as section 360*a* of the principal Act:—

Rates for Electrical Power, &c.

"360*a*. In any case where water-power has been acquired under lease from the Crown for the development of electrical energy, and the lessee from the Crown of such water-power and the applicant for the purchase of electrical energy so developed cannot agree as to the quantity to be sold by the lessee to the applicant, and the price to be paid by the applicant to the lessee for such quantity, or either as the case may be, the Board shall determine and fix the quantity and the price to be paid therefor, or either, as the case may be, and the lessee shall sell, supply and furnish, if the applicant shall then require it, such quantity, and at the price determined and fixed, as the case may be.

"2. For the purpose of determining and fixing such quantity or such price, the Board may enter on and inspect the property leased from the Crown and all erections and machinery thereon, and may examine all papers, documents, vouchers, records and books of every kind, and may order and require the lessee and any other person to attend before the Board and be examined on oath and to produce all papers, documents, vouchers, records and books of every kind; and for the purpose aforesaid, the Board shall have all such powers, rights and privileges as are vested in the Superior Court.

"3. This section shall not apply to any case where the water-power, leased from the Crown, has been acquired for, and is used in the development of electrical energy for the direct and immediate industrial or manufacturing operations of the lessee."

13. The principal Act is amended by inserting the following section immediately after section 369:—

Subsidized Railways.

"369*a*. Whenever it is made to appear to the Minister that any railway owned by a company incorporated by the Parliament of Canada, the construction of which has been aided by a subsidy from the Government of Canada, cannot by reason of the condition of such railway or of its equipment be safely and efficiently operated, the Minister may apply to the Board for an order that the said railway, or its equipment, or both, shall be put in a safe and efficient condition, which order the Board is hereby authorized to make after such notice to the president or manager of the company and the trustee of the bondholders, if any, as to the Board seems reasonable; and the Board may, by order, direct what repairs, improvements or additions shall be made to the said railway, or equipment, or both, and within what times the same shall be undertaken and completed respectively.

"2. If the company fails to comply with such order of the Board, the Governor in Council may, upon the recommendation of the Minister, approve of such order, and direct that a copy of such order and of the order of the Governor in Council, approving thereof, certified by the secretary of the Board and the Clerk of the Privy Council respectively, shall be filed by the Minister in the office of the Registrar of Deeds of each county through which such railway runs, and upon such orders being so filed there shall, *ipso facto*, be created a first lien or mortgage upon the said railway, and its equipment, in favour of His Majesty for the amount of the said subsidy, which shall immediately thereupon become due and payable to His Majesty. Such lien may be enforced by His Majesty in the same manner and by the like proceedings as any other lien upon property may be enforced by His Majesty in the Exchequer Court of Canada. The said Court may order such railway and its equipment to be sold to satisfy such lien, and pending such lien may appoint a receiver to manage and operate such railway. Any moneys realized from such sale may, with the consent of the purchaser, be applied by the Minister under the direction of the Chief Engineer of Government Railways towards the repair and improvement of such railway and equipment so far as the same may be deemed necessary by the Minister, and any moneys so realized, and not in the opinion of the Minister required for such repairs and improvements, may be paid to the company owning the railway at the time of the sale, or to the trustee for bondholders, in the event of there being outstanding bonds secured by mortgage or otherwise upon such railway."

14. Section 372 of the said Act is repealed and the following is substituted therefor:—

"372. Every company shall annually, or more frequently if the Minister so requires, make to the Minister, under the oath of the president, secretary or superintendent of the company, a true and particular return of all accidents and casualties, whether to persons, or to animals or other property, which have occurred on the property of the company, or in connection with the operation thereof, setting forth,—

"(*a*) The causes and natures of such accidents and casualties;

"(*b*) The points at which such accidents and casualties occurred, and whether by night or by day; and,

"(*c*) The full extent of such accidents and casualties and all the particulars thereof.

"2. Such returns shall be made for the period beginning from the date to which the then last yearly returns made by the company extend, or, if no such returns have been previously made, from the commencement of the operation of the railway, and ending with the last day of June in the then current year.

"3. A duplicate copy of such returns, dated, signed and attested in manner aforesaid, shall be forwarded by such company to the Minister within one month after the first day of August in each year.

"4. Every company shall also, when required by the Minister, return a true copy of the existing by-laws of the company, and of its rules and regulations for the

management of the company and of its railway, or of such other undertaking or business of the company as it is authorized to carry on.

"5. The Minister may order and direct the form in which such returns shall be made up."

15. Nothing in this Act shall affect pending litigation.

PUBLIC SITTINGS.

The following public sittings were held between April 1, 1911, and March 31, 1912:—

Province of Ontario—

Ottawa:—April 4, 5 and 18. May 2, 3 and 16. June 6, 7, 20, 21 and 22. July 4 and 18. August 1. September 19. October 3 and 17. November 7, 15 and 21. December 5, 6 and 19. January (1912) 4, 8, 9, 10, 11, 12, 16 and 22. February (1912) 6, 7, 13, 14, 20 and 28. March 5, 6, 8 and 19.

Toronto:—April 10, 24, 25, 26, 27 and 28. May 9 and 23. October 12, 13, 14, 23 and 24. December 14, 15, 16 and 18. February (1912) 8, 9 and 10. March (1912) 9.

Belleville:—July 15.

Port Arthur:—August 10.

Fort Frances:—August 11.

Hamilton:—October 11.

St. Thomas:—December 13.

Province of Quebec—

Montreal:—May 18. July 11. November 27. February (1912) 22 and 23.

Shawinigan Falls:—June 9.

Province of Manitoba—

Winnipeg:—June 15. September 15. March (1912) 25.

Brandon:—June 14 (1911).

Province of Saskatchewan—

Regina:—September 14. March 22 (1912).

Saskatoon:—March 20 (1912).

Province of Alberta—

Calgary:—September 8. March 14 (1912).

Edmonton:—September 11. March 18 (1912).

Kipp:—September 7.

Province of British Columbia—

Vancouver:—August 31. September 1.

Prince Rupert:—August 19.

Yukon Territory—

White Horse:—August 23.

The total number of public sittings was 89 at which 695 applications were heard, a list of which together with the disposition of the same, will be found under Appendix B. It is not practicable within reasonable limits to cover in this report the work of the Board for the year, but for general information and reference a few of the more important matters are now referred to.

RAILWAY GRADE CROSSING FUND.

In accordance with the provisions of Section 7, of 8-9 Edward V, Chapter 32, entitled an Act to Amend the Railway Act, provision was made that the sum of $200,000 each year, for five consecutive years from the 1st day of April, 1909, was appropriated and set apart from the Consolidated Revenue Fund for the purpose of aiding in the providing by actual construction work of protection, safety, and conveniences for the public in respect of highway crossings of the railway at rail level, in existence on the said 1st day of April, the said sums to be placed to credit of a special account to be known as "The Railway Grade Crossing Fund," to be applied by the Board subject to certain limitations set out in the amending Act, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified.

In dealing with such crossings, the Board issued, between the 1st day of April, 1909, and the 31st March, 1912, ninety-six orders, providing protection as follows:—

By Electric bells	89
" Gates	34
" Subways	28
" Overhead bridges	11
" Diversion of highways	8
" Closing of streets	2
Total number of crossings protected	172

It will be seen by comparing the total number of crossings protected with the Sixth Annual Report of the Board that the increase for the year ending March 31, 1912, in the number of crossings protected, numbers forty-three, made up as follows:—

By Electric bell	18
" Gates	11
" Subways	9
" Overhead bridges	3
" Diversion of highways	1
" Closing of streets	1
Total increase in number of crossings protected	43

APPLICATION OF THE CANADIAN OIL COMPANIES, LIMITED.

This was an application of the Canadian Oil Companies, Limited, of Cleveland, Ohio, for an Order directing the Grand Trunk Railway Company of Canada, the Canadian Pacific Railway Company and the Canadian Northern Railway Company to establish a rate of 56 cents per hundred pounds from Petrolia, Ontario, to Winnipeg, Manitoba. The case was argued before the full Board at a sittings held in Ottawa on May 16, 1911, Judgments being delivered by the Chief Commissioner and Commissioner McLean, and in accordance with said Judgments, an Order was issued dismissing the application. The following are the Judgments referred to:

File 15511.

THE CANADIAN OIL CO., LTD.,

VS.

THE GRAND TRUNK RAILWAY COMPANY,

AND

THE CANADIAN OIL CO., LTD.,

VS.

THE CANADIAN PACIFIC RAILWAY CO.

W. N. Tilley, K.C., for applicants.
W. H. Biggar, K.C., for the Grand Trunk Railway Co.
E. W. Beatty, for the Canadian Pacific Railway Co.

Argued May 16, 1911. Judgement June 26, 1911.

The Chief Commissioner:

These cases cover largely the same ground, were argued together, and may be so disposed of. The complainants allege that the respondents have unjustly discriminated against them upon shipments of petroleum and its products from certain Ohio and Pennsylvania points to Toronto and other Canadian points, by refusing to carry petroleum and its products at fifth class rates, in accordance with the Official Classification, and that the Railway Companies have overcharged the applicants for the carriage of said commodities; and ask for an Order prescribing proper tolls.

These complaints were filed with the Board on August 9, 1910, and August 13, 1910, respectively; but the hearings were adjourned from time to time at the request of the Applicants.

Prior to Official Classification No. 29, which came into effect on January 1, 1907, there was no classification upon "petroleum and its products." That Classification placed these commodities in Fifth Class. The respondents did not desire them to take that rating; and the question involved here is whether they have successfully prevented Fifth Class applying.

At the time the complaints were filed, and, I understand, until January 1, 1911, the sum of the locals was charged the applicants upon all the traffic moved by them. Upon the last mentioned date, the respondents applied fifth class to this traffic; and so, at the date of the argument, the question was not what the future rate should be, but what the past rates really were, upon the proper construction of the various tariffs, and the law applicable to them.

The following carefully prepared digest of the various tariffs was filed by the respondents. It was not questioned by the applicants; and, although we have not had it verified, it may, I think, be taken as accurate:—

LAKE ERIE WESTERN TARIFFS.

1. Effective April 16, 1901.—The Lake Erie and Western Railway Company filed a Through Freight Tariff (M—123), naming class rates from all stations to Canadian basing points, and named therein the Canadian Pacific and the Grand Trunk Railway Companies as participating carriers. This tariff did not contain any rates on oil.

2. Effective September 9, 1906.—The Lake Erie and Western Railway Company filed a Joint Freight Tariff No. 1663 (C.R.C. No. 4), containing exceptions to the official classification. In this tariff the Canadian Pacific and the Grand Trunk Railway Companies are named as participating carriers.

3. Effective January 14, 1907.—The Lake Erie and Western Railway Company filed a supplement to Joint Freight Tariff No. 1663 (Supplement No. 7), which provided as follows:—

"The Provisions of Official Classification No. 29, effective Januray 1, 1907, so far as concerns the application of 5th class rates on petroleum and its products in carloads, will not apply on shipments to points in the Dominion of Canada. To points in Canada rates will be the established rates to Canadian gateways, namely, Buffalo, N.Y., Detroit and Port Huron, Mich., plus the rates established by the Canadian lines from such gateways to destination."

4. Effective December 1, 1909.—The Lake Erie and Western Railway Company issued Freight Tariff No. 203—A, which named joint and proportional rates on classes and commodities to (*inter alia*) points in Canada. This tariff superseded L. E. and W. Tariff No. M—123, and contained a provision that the rates named therein are to be used in connection with official classification and exceptions thereto. This tariff provides on Page 65 as follows:—

"Exception to application to Canada. Rates provided herein on petroleum and its products will not apply to any points in Canada. To such points the established rates to Canadian gateways, namely, Buffalo, N.Y., Detroit and Port Huron, Mich., will apply, plus the rates established by the Canadian lines from such gateways to destination.

5. Effective June 15, 1910.—The Lake Erie and Western Railway Company issued Supplement No. 11 to Freight Tariff No. 203—A, containing a similar provision to that quoted in the preceding paragraph.

6. *Effective January 1, 1910.*—The Lake Erie and Western Railway Company issued Freight Tariff No. 2151—B, naming exceptions to official classification which superseded Joint Freight Tariff No. 1663. This tariff contains on page 39, the provision that the sum of the locals to and from the Canadian gateway will apply on petroleum and its products. The Tariffs 203—A and 2151—B remained in effect until January 1, 1911.

PENNSYLVANIA TARIFFS.

1. *Effective February 8, 1907.*—The Pennsylvania Company issued a Joint Freight Tariff, being Supplement No. 31 to I.C.C.G.F.O. 32 naming the Canadian Pacific and Grand Trunk Companies as concurring carriers, which provides on page 3 that the fifth class rates provided in the Official Classification on petroleum and its products in carloads, will not apply to points in Canada, rates to points in Canada being made by the use of local rates to and from points of connection with Canadian roads. This provision is carried in all the Supplements subsequently issued down to Supplement 45, which became effective on January 22, 1908. Supplement 45 remained in effect until superseded by tariff mentioned in the next clause.

2. *Effective March 12, 1910.*—The Pennsylvania Company issued joint Freight Tariff (I.C.C. No. F-231) in connection with various carriers, including the Grand Trunk and the Canadian Pacific Railway Companies, which provides that the rates therein shall be governed, except as otherwise provided, by the Official Classification and exceptions to that Classification contained in Pennsylvania Tariff (I.C.C. F.221.)

3. A reference to I.C.C. F-221, which also names the Grand Trunk and the Canadian Pacific Railway Companies as parties to it, shows at page 65 a clause to the effect that the rates on Oil, Petroleum, and Petroleum products in carloads, will not apply to points in the Dominion of Canada.

LAKE SHORE AND MICHIGAN SOUTHERN RATES.

1. *Effective June 23, 1910.*—The Lake Shore and Michigan Southern Railway Company issued a Joint Freight Tariff (I.C.C. No. A-955) on classes and lumber to points in Canada and New England. In this tariff the Grand Trunk and Canadian Pacific Railway Companies are named as participating carriers.

2. This tariff was cancelled so far as shipments to points on the Canadian Pacific were concerned, by amendment No. 4 to the Joint Freight Tariff A-955, effective August 5, 1902, on which date a special Joint Freight Tariff (I.C.C. No. A-1143), was issued, naming class rates to points on the Canadian Pacific and its connections. This tariff contains under the head of 'Important Notices' on first page, the following:—

> 'The rates shown in this tariff will not apply on Petroleum and its products, these commodities being subject to the local rate up to the frontiers.'

3. *Effective July 16, 1906.*—The Lake Shore and Michigan Southern Railway Company issued a Joint Freight Tariff, (I.C.C. No. A-1752), which is only important as containing an exception in the case of rates on Oil (then 4th class). Page 12 of this tariff contains a note to the effect that Oil rates do not apply to points in Canada.

4. *Effective January 1, 1907.*—The Lake Shore and Michigan Southern Railway Company issued a Joint Freight Tariff of exception to official classification which contains a clause to the following effect:—

> "Petroleum and its products. The provision of Official Classification No. 29, so far as concerns the application of 5th class rates on Petroleum and its products, will not apply to Canadian points."

5. *Effective August 1, 1907.*—The Lake Shore and Michigan Southern Railway Company issued Freight Tariff (I.C.C. No. A-2100), of exception to Official Classification, superseding I.C.C. A-1752, which contains on page 21 the same provision as is quoted in the next preceding clause

6. *Effective November 25, 1907.*—The Lake Shore and Michigan Southern Railway Company issued Joint and Local Freight Tariff (I.C.C. No. A-2162), of exception to Official Classification, superseding I.C.C. No. A 2100, which contains the same provision as is referred to above.

7. *Effective April 15, 1908.*—The Lake Shore and Michigan Southern Railway Company issued Joint and Local Freight Tariff (I.C.C. No. A-2222), of exception to Official Classification, superseding No. A-2162, containing the same provision.

8. *Effective December 5, 1908.*—The Lake Shore and Michigan Southern Railway Company issued Joint, Local and proportional Freight Tariff (I.C.C. No. A-2366), of exception to Official Classification, superseding No. A-222, containing the same provision.

9. *Effective May 15, 1909.*—The Lake Shore and Michigan Southern Railway Company issued a Joint, Local and Proportional Freight Tariff (I.C.C. No. A-2407), of exception to Official Classification superseding I.C.C. No. A-2366, containing the same provision.

10. *Effective October 1, 1909.*—The Lake Shore and Michigan Southern Railway Company issued Tariff of exceptions to Official Classification (I.C.C. No. A-2467), superseding I.C.C. No. A-2407, containg the same provision.

11. *Effective February 1, 1910.*—The Lake Shore and Michigan Southern Railway Company issued a Joint Freight Tariff, (A-2500) which superseded Tariff A-1143, and provides that the rates therein are governed, except as otherwise provided, by the Official Classification, and by exceptions thereto, being A-2467.

12. *Effective April 1, 1910.*—The Lake Shore and Michigan Southern Railway Company issued Tariff being exception to Official Classification (No. A-2515), cancelling No. 2467, and containing the same provision as to non-applicability of Fifth Class rates on shipments of Petroleum and its products to points in Canada. This tariff remained in effect until January 1, 1911.

DUNKIRK, ALLEGHENY VALLEY AND PITTSBURG TARIFFS.

1. *Effective October 13, 1903.*—The Dunkirk, Allegheny Valley & Pittsburg Railroad filed a Joint Freight Tariff, I.C.C. No. 404 (C.R.C. No. 4), naming class rates from all stations to Canadian basing points named therein, located on the Canadian Pacific Railway and connections, subject to the Official Classification and exceptions thereto as shown on I.C.C. No. 402, or subsequent issues. The Canadian Pacific Railway was a participating carrier in this tariff, but the Grand Trunk Railway was not. This Tariff contained a clause under the head of Important Notices on page 2, reading:—

> "The rates shown in this Tariff will not apply on petroleum and its products. These commodities being subject to local rates up to the frontier".

2. *Effective July 16, 1906.*—The Dunkirk Road filed Joint Tariff I.C.C. No. 462 (C.R.C. No. 15), exceptions to the Official Classifications. The Canadian Pacific and Grand Trunk Railways are named as participating carriers. Effective January 1, 1907, the Dunkirk Road filed Amendment No. 16 to Tariff I.C.C. 462 (C.R.C. No. 15), exceptions to Official Classification, on page 3 of which is the following clause:—

> "Petroleum and its products. The provisions of Official Classification No. 29, so far as concerns the application of fifth class rates on Petroleum and its products will not apply to Canadian points." (Effective January 1, 1907).

3. *Effective August 21, 1906.*—The Dunkirk Road filed joint freight tariff I.C.C. No. 471 (C.R.C. No. 18), naming class rates from stations on its line to points on the Grand Trunk Railway and connections, and subject to Official Classification and exceptions thereto, as shown in I.C.C. No. 462, or subsequent issues. On page 2, under head of Important Notices, this tariff contains the following clause:—

> "Rates shown in this tariff will not apply on Petroleum and its products. These commodities being subject to local rates up to the frontier."

The Canadian Pacific Railway was not a party to this tariff.

4. *Effective August 1, 1907.*—The Dunkirk Road filed Tariff, I.C.C. No. 554 (C. R. C. No. 50), which cancelled I.C.C. No. 462 (C.R.C. No. 15), exceptions to Official Classification, on page 21 of which is exactly the same clause as in supplement to the previous tariff C.R.C. No. 15, referred to above. The Canadian Pacific and Grand Trunk Railways are both shown as participating carriers.

5. *Effective November 25, 1907.*—The Dunkirk Road issued joint and local freight tariff I.C.C. No. 571 (C.R.C. No. 53), which superseded I.C.C. No. 554 (C. R.C. No. 50), last mentioned, and on page 31 of which is carried exactly the same clause as regards Petroleum and its products as in the previous tariff mentioned above. The Canadian Pacific and Grand Trunk Railways are both shown as participating carriers.

6. *Effective April 15, 1908.*—The Dunkirk Road filed joint and local freight tariff I.C.C. No. 598 (C.R.C. No. 57), which superseded I.C.C. No. 571 (C.R.C. No. 53), last mentioned, and contains a clause on page 37 reading as follows:—

> "Petroleum and its products. The provisions in the Official Classification so far as concerns Petroleum and its products as enumerated below carloads and less, will not apply to Canadian points". (List of petroleum products then follows.)

The Canadian Pacific and Grand Trunk Railways are both shown as participating carriers.

7. *Effective December 5, 1908.*—The Dunkirk Road filed Tariff I.C.C. No. 641 (C.R.C. No. 68), exceptions to Official Classification, which superseded I.C.C. No.

598 (C.R.C. No. 67) last mentioned. This tariff carries on page 44 exactly the same clause as in the last named tariff, the Canadian Pacific and Grand Trunk Railways are both shown as participating carriers.

8. *Effective March 15, 1909.*—The Dunkirk Road issued Amendment No. 22 to I.C.C. No. 404 (C.R.C. No. 4), cancelling rates shown in Tariff C.R.C. No. 4 to points on Canadian Pacific Railway and connections.

9. *Effective March 20, 1909.*—The Dunkirk Road filed a joint freight tariff I.C.C. No. 647 (C.R.C. No. 70), naming class rates from stations on that road to points on the Canadian Pacific Railway and connections, as shown in Canadian Pacific Through Eastbound Waybilling Instructions, No. 7 (C.R.C. No. E-1337). This clause bears a clause on the title page reading:—

> "Governed by the Official Classification I.C.C.—O.C. No. 35, issued by D. O. Ives, agent (C.R.C. No. 69), and exceptions thereto, I.C.C. No. 641 (C.R.C. No. 68) and supplements thereto or reissues thereof, except as otherwise provided for herein."

On page 2, under head of General Rules, this tariff also contains a clause reading:—

> "The rates shown in this tariff will not apply on Petroleum and its products. These commodities being subject to local rates to and from Buffalo, N.Y."

10. *Effective May, 15, 1909.*—The Dunkirk Road filed tariff I.C.C. No. 653 (C.R.C. No. 71), exceptions to Official Classification, which superseded I.C.C. No. 641 (C.R.C. No. 68), already mentioned. This tariff carries on page 52 the following clause:—

> "Petroleum and its products.—The provisions of the Official Classification so far as concerns Petroleum and its products as enumerated below, carloads and less will not apply to Canadian points." (A list of petroleum products then follows.)

The Canadian Pacific and Grand Trunk are both shown as participating in this tariff.

11. *Effective May 19, 1909.*—The Dunkirk Road filed joint freight tariff I.C.C. No. 654 (C.R.C. No. 72), which cancelled I.C.C. No. 647 (C.R.C. No. 70), and naming class rates from stations on its lines to points on the Canadian Pacific Railway and connections, as shown in Canadian Pacific Through Eastbound Waybilling Instructions No. 7 (C.R.C. No. E-1337). This tariff contained a similar clause on the title page to that shown in the previous one, and on page 3, under head of General application, carried the following clause:—

> "The rates shown in this tariff will not apply on Petroleum and its products as named in Official Classification, as defined on title page, under heading 'Petroleum and Petroleum Products.' These commodities being subject to local rates to and from Buffalo and Black Rock."

The Grand Trunk is not a participating carrier.

12. *Effective June 23, 1909.*—The Dunkirk Road filed joint freight tariff I.C.C. No. 661 (C.R.C. No. 75), which cancelled I.C.C. No. 654 (C.R.C. No. 72), naming class rates to points on the Canadian Pacific Railway and connections, and carried on title page and on page 3, exactly the same clause as referred to in former tariff.

13. *Effective October, 1, 1909.*—The Dunkirk Road filed tariff I.C.C. No. 671 (C.R.C. No. 72), exceptions to Official Classification, which cancelled I.C.C. No. 653 (C.R.C. No. 71). On page 52, this tariff carried a note exactly the same in regard to Petroleum and its products as in tariff it superseded as already cited. The Canadian Pacific and Grand Trunk Railways are both shown as participating carriers.

14. *Effective February 1, 1910.*—The Dunkirk Road filed a joint freight tariff I.C.C. No. 679 (C.R.C. No. 80), and which cancelled I.C.C. No. 661 (C.R.C. No 75), referred to above, to points on the Canadian Pacific Railway and connections, and I.C.C. No. 471 (C.R.C. No. 18), also referred to above, to points on the Grand Trunk Railway and connections, and shows both the Canadian Pacific Railway and the Grand Trunk Railway (East) as participating carriers. This tariff contains a note on the title page providing that it is governed, except as otherwise provided therein, by the Official Classification, issued by F. S. Holbrook, Agent, I.C.C., O.C. No. 35 (C.R.C., O.C. No. 35), supplements thereto and reissues thereof, and by exceptions to said Classification, Dunkirk, Allegheny Valley, Pittsburg, I.C.C. No. 671 (C.R.C No. 78), supplements thereto or reissues thereof. This tariff is still in effect.

15. *Effective April 1, 1910.*—The Dunkirk Road filed tariff I.C.C. No. 681 (C.R.C. No. 81), exceptions to Official Classification which cancelled I.C.C. No. 671 (C.R.C No. 78). On page 50 this tariff carries the following clause:—

> "Oil, petroleum, and petroleum products to Canadian points, namely:—the provision of the Official Classification as far as concerns oil, petroleum, and petroleum products, as specified and described under heading 'Oil, petroleum and petroleum products, carloads,' will not apply on carloads and less carload shipments on said traffic to points in the Dominion of Canada."

The Canadian Pacific and Grand Trunk Railways are both shown as participating carriers.

16. *Effective January 1, 1911.*—The Dunkirk Road filed supplement 15 to tariff I.C.C. No. 681 (C.R.C. No. 81), last mentioned, exceptions to Official Classification, on page 4, on which is the following note:—

> "Cancelled 169. Hereafter the provisions of Official Classification will apply on oil, petroleum, and petroleum products to Canadian points."

This notation is carried forward in supplement 19, which is still in effect.

The respondents were parties to all the above tariffs. The Grand Trunk Railway Company filed certain "exceptions." These, and the effect thereof, were dealt with fully in what is known as the "Stoy Case" (*see* British American Oil Co. *vs.* Grand Trunk Railway Co., 9 Can. Ry. Cas. 178, 43 S.C.R., 311), and the latter company did not advance, in these cases, any question touching these "exceptions," that issue being found against it in the above case. The Canadian Pacific Railway Company had not filed exceptions.

I suppose what the parties were trying to accomplish was that either the Canadian carriers should be protected against the lower oil rates that prevailed in the United States, under the official classification, or that the Canadian refiners be protected against the importation of crude oil from the United States. If the latter was the object, it was entirely illegal. Railway companies are entitled to enjoy fair and remunerative rates, but they have no right to attempt any rate adjustment, out of line with reasonable tolls, with the view of protecting or assisting any one industry, or one section of the public. However, apart from the object in view, let us consider whether the desired result was accomplished.

The traffic in question fell within section 336, so the law required that this commodity should be covered by a "joint tariff" for the "continuous route" from the point of origin to its destination in Canada. What is a "joint tariff?" The carriers were apparently endeavouring to provide, and did provide by these tariffs, through routes to Canadian points. I presume they were also endeavouring to comply with the above section and make "joint tariffs," and at the same time carry out the wishes of the Canadian roads; that is, leaving to the latter the right to fix its own tolls from Canadian gateways to points of destination, without reference to the United States connecting lines. Take, as an illustration, the provision in the Lake Erie and Western Supplement No. 7 to joint freight tariff No. 1663, effective January 14, 1907:—

"The provisions of official classification No. 29, effective January 1, 1907, so far as concerns the application of the 5th class rates to petroleum and its products in carloads, will not apply on shipments to points in the Dominion of Canada. To points in Canada rates will be the established rates to Canadain gateways, namely, Buffalo, N.Y., Detroit and Port Huron, Mich., plus the rates established by the Canadian lines from such gateways to destination."

It is argued that this is a "joint tariff" for the "continuous route" from points of origin upon the lines of the Lake Erie and Western to points upon the lines of Canadian roads, parties to that tariff. If the Lake Erie and Western had embodied the sum of the locals, viz., its own local of say eight cents to the Canadian gateway and the local of the Canadian carrier, of, say, twelve cents to destination, making a through rate of twenty cents for the continuous route, this would have constituted a joint tariff and could, so far as the rate or toll is concerned, have been made without any agreement whatever by the Canadian roads; and had they been dissatisfied, they would have had their relief as pointed out in the Stoy case.

Where the initial carrier desires to file a joint tariff for a continuous route over the lines of several roads, I do not know of anything, under our statute, to prevent that carrier adding together all the locals, and establishing that as the through rate for such continuous route. Of course, in practice, I presume all these matters are the subject of mutual discussion and agreement. Section 338 provides that, when once a joint tariff goes into effect, the tolls provided for therein are the only ones to be charged until that tariff is superseded or disallowed by the board. How "superseded?" In what way could the Canadian company "supersede" a joint tariff filed by the initial American carrier? The redress of the Canadian road is to apply to have the tariff disallowed. The American carrier may supersede its tariff by filing another, or by supplement; but I do not see how the Canadian carrier can do otherwise than comply with it until disallowed or superseded by the party filing it.

Now, we suppose the object of the clause in the above Lake Erie and Western tariff is to leave the connecting Canadian carrier free to establish, from time to time, any rate it chooses from the Canadian gateway to destination, without consultation with the carrier filing the tariff. In the same manner the initial carrier might without reference to the Canadian road, change its toll to the gateway by filing supplements, and thus upon the respondents' contention we would have a *"joint tariff"* subject to change at any moment by any connecting carrier without notice to the other.

It does not seem that this would be in the interest of either the participating carriers or the shipping public. It was said in argument that a tariff of the sort was an agreement between the roads that each should have its own local; but that would be the case in the absence of both a joint tariff and an agreement.

It seems clear that a joint rate is something more than the combination of two or more variable locals. Of course, a through rate may be the sum of several locals, but it does not follow that the sum of the locals would be the sort of joint or through rate required under a "joint tariff," as provided for by the Act. The Interstate Commerce Commission had held that a joint rate is "simply a through rate, *every part of which* has been made by an express agreement between the carriers making the 'through route.'" If this definition is taken, it defeats the argument of the respondents. Of course, there the term was being defined with reference to the Act Respecting Commerce. Here the Supreme Court has affirmed this Board in the holding that the term as used in section 336 does not necessarily imply that any agreement has been made. The classification effective January 1, 1907, putting these commodities in 5th class, gave the applicants the right to that rate after that date, unless it was shown that there was an effective tariff taking this commodity out of the classification, and applying a legal through rate under a joint tariff. The initial foreign carrier was under the statutory obligation of filing a joint tariff covering this international traffic. It endeavoured to comply with that requirement. If it has failed, then the shipments in question were entitled to the 5th class rating under the official classification.

We do not think the above clause, extracted from the Lake Erie and Western tariff, can be read as a "joint tariff" for the "*continuous route.*" Instead thereof, it is simply a declaration that one rate made by one carrier shall apply to a part of the route, and another rate made by another carrier shall apply to another part of the route, each of these rates variable at the will of either carrier without the knowledge of the other. I am unable to understand how the term "joint" can be applied to this situation. The Act seems to contemplate that these joint tariffs would probably provide for one rate, as provision is made by subsection 2 of section 338 for ascertaining how the division is made between the participating carriers. Subsection 3 of section 334 provides for the same thing as between Canadian carriers.

It will be borne in mind that the tariffs under consideration are, when examined in detail, in some features, "joint" traffic originating in the United States, passing through Canada and destined to the United States, these respondents carry under these tariffs at a joint rate; but they have insisted, as to traffic destined for Canada, that the rate shall not be *joint*, but that their local toll from the gateway to destination shall apply to their part of the route.

What has been said about the Lake Erie and Western Tariff applies to them all. The same attempt seems to have been made, although the phraseology differs in the different tariffs. Some of the tariffs simply state that the rates shown will not apply to points in Canada, and do not seem to provide for any other rate.

We were told by Mr. Beatty, representing the Canadian Pacific Railway Company, that he thought the question for us to consider was simply whether, in view of sections 323 and 338 of the Railway Act, the methods adopted by the carriers were legally effective. He admitted that there was no tariff that provided for any through rate, and that, the provision that the classification basis should not apply to points in Canada, was tantamount to declaring that there was no joint through rate.

Counsel was asked why, when the two locals were twelve and twenty cents, the tariffs did not state the through rate as thirty-two cents, instead of the sum of the locals. He stated that he did not know. If thirty-two cents were named as the rate, the division, of course, being twelve and twenty cents, the carriers would get the same tolls for the traffic that they get by naming the sum of the locals as the rate; but by taking the latter course each retains the power to change or vary this alleged joint tariff without consultation with the other; and still we are told, at the same time, the whole matter is one of agreement.

Mr. Biggar, for the Grand Trunk Railway Company, argued that, if the companies agreed among themselves that each should get its local, they must have gone further and agreed what the local should be. I do not know how this is, but if that is the fact, it seems to show the necessity for preventing one from changing its local without the consent of the other, which this form of tariff leaves it open for each or all to do.

It was not argued that the word "established" in the expression "*the rates established by the Canadian lines from such "gateways to destination.*" meant "established" at the date of the filing of the tariff, and so not subject to variation by the Canadian carrier. On the contrary, it was contended that the rates were variable; as Mr. Biggar said that, if the Grand Trunk Railway Company raised its local, the through rate would automatically be raised; but he added that neither party could raise its rate without consulting the other. I do not know why it could not. Perhaps it would not; but if the contention advanced upon behalf of the Companies prevailed, it seems to me that each could legally advance its local without reference to the other company, or what its local was. Of course, if the Canadian carrier desired to get traffic, any advance in its local would require careful consideration; but if its desire was to protect the Canadian refiner, it seems to me that it could do so without discussing the matter with the carrier that was supposed to be interested with it in the alleged joint tariff.

Official Classification No. 29 was used by respondents without any order or direction of the Board, as provided by subsection 4 of section 321. It was, therefore, binding upon them; and the provision of that Classification would apply upon petroleum and its products to points in Canada, unless they have taken some steps, within the provisions of the statute, to prevent its application. We are compelled to conclude that they have not succeeded in so doing, and that petroleum and its products should have carried 5th class rating at the time the shipments in question moved.

Declaration accordingly,

I agree,

"J. M."—"S. J. McL."—"D'A. S."

JUDGMENT OF COMMISSIONER McLEAN.

File No. 15511.

Mr. Commissioner McLean:—

In the complaint as filed is was alleged—

1st. That the existing rate of 66 cents from Petrolia to Winnipeg, all rail, in carloads, was unjust, unreasonable, and exorbitantly high for the service performed; and

2nd. That this rate by its unreasonableness created a discriminatory condition as compared with rates on petroleum and its products from various points in the United States, and was, therefore, contrary to section 315 of the Railway Act.

The outline of the complaint as furnished in the original application was much amplified by rate tabulations and statements furnished by Mr. McEwen, traffic manager of the Canadian Oil Companies; and additional statements were made by Mr. Littlefield, the manager of the company.

As the application was developed at the hearing, the material falls under two headings—

(1) A complaint of the rate situation as concerned with a comparison of the rates from Petrolia with various rates from points in the United States, with which it is alleged competition exists.

(2) A comparison of the rate paid from Petrolia to Winnipeg with the rate paid by the Imperial Oil Company from Sarnia to Winnipeg.

In effect, these two headings resolve themselves into one complaint, viz., unjust discrimination against shipments by the applicant company to Winnipeg.

The applicant company's plant located at Petrolia is in competition in the Canadian Northwest with petroleum and its products from various shipping points in the United States. Crude oil purchased in Canada has an approximate value of $1.45 per barrel. The applicant company is under the necessity of importing crude oil from the United States, the Canadian supplies not being sufficient for its purposes. The imported crude oil is purchased either from Illinois fields or the Ohio fields, which are the fields most accessible to Ontario. This oil costs about 63 cents per barrel at the well, to which the addition of a pipe line toll on the crude and the freight from the Illinois field to Petrolia gives a total of about the same price as the Canadian crude oil.

The applicant company further complains that it is subjected to the additional cost attributable to the importation from the United States of chemicals and fuel, these commodities being subject to duty. Until recently, slack coal has been imported for fuel. The company is now experimenting with natural gas.

The applicant company is subjected to keen competition in the Canadian Northwest from the product of the Kansas fields. The crude oil in the Kansas fields is

worth about 40 cents per barrel. It was stated by Mr. Littlefield that from 50 to 75 per cent of the volatile oils going to Western Canada were being used in the threshing and ploughing outfits of the Western Canadian farmers. Under recent regulations of the Canadian Department of Customs, oil of 49 gravity, which formerly paid a duty of 2½ cents a gallon, has, since about the beginning of 1911, been admitted free into Canada, such oil being spoken of as oil "distillate." This duty, Mr. Littlefield stated, had practically prohibited the Kansas refiners from coming into Canada. It has been indicated that the crude oil costs about 40 cents per barrel in Kansas. The distance of the Kansas fields from Petrolia prevents this oil being used by the applicant company. The crude "distillate" or fuel "distillate" manufactured from this oil can be purchased in Kansas for about $1 per barrel. The applicant company in competing with this in the Canadian Northwest has to manufacture its product from crude oil laid down at $1.45 per barrel. The advantage of the Kansas refiners in this respect was stated by Mr. Littlefield to be so great that if they cared to drop their prices they could eliminate the applicant company from competition in the Canadian Northwest.

As bearing on the general situation, it was stated by Mr. McEwen that oil could be manufactured at American refineries for approximately one cent a gallon less than in Canada.

In Exhibit 6 submitted by Mr. McEwen, the following rate comparisons are given:—

	Miles.	Rate.
Petrolia to Winnipeg, via Chicago	1,212	66
Petrolia to Winnipeg, via North Bay	1,436	66
East St. Louis to Winnipeg, via North Bay	1,040	56
Wood River to Winnipeg, via North Bay	1,089	56
Alton to Winnipeg, via North Bay	1,084	56
Casey to Winnipeg, via North Bay	1,060	58
Lawrenceville to Winnipeg, via North Bay	1,113	60
Oil City to Winnipeg, via North Bay	1,370	68
Marietta to Winnipeg, via North Bay	1,357	68
Cleveland to Winnipeg, via North Bay	1,222	65

These rate comparisons were not questioned by the railways. In its reply, the applicant company stated that the rate from Whiting, Indiana, by rail to Winnipeg was 55 cents. No information was supplied to the Board as to the divisions of such through rates received by Canadian railways when they participate in the movement to destination, and it is, therefore, fair to assume that no attack is made on the reasonablness of the divisions. The criticism of the existing rate from Petrolia based on the comparisons with the rates above quoted is, therefore, made on the basis of the through rates from the initial points on the lines of American railways. It is impossible on what is before the Board to say that these through rates from the United States afford any necessary criterion of reasonableness in the matter of rates between Canadian points. The Board is not informed that the circumstances are similar, either in point of traffic or of operation. Nor is it informed what volume of traffic is moving on these rates. All that is furnished to it is a statement of rates and mileage comparisons, and while distance is, of course, one factor in ratemaking, it is unnecessary to elaborate the point that in testing the reasonableness of a rate, a very considerable number of other factors must be considered. It has been stated by the Board that a mere comparison of distances without consideration of the peculiar circumstances affecting the tariff is not the final criterion of discrimination. *British Columbia Coast Cities vs. Canadian Pacific Ry. Co.*, 7 Can. Ry. Cas., pp. 142, 143. The Board has also held that where the traffic compared moves over two different routes, this precludes the mere reference to differences in mileage rates being taken as *prima facie* evidence of discriminatory treatment. *See Complaint of Sudbury Board of*

Trade re rates on coal from Toronto to Sudbury, File 11479. A similar position has been taken by the Interstate Commerce Commission, which states that "the mere comparison between the rates of one locality and the rates of another locality, without consideration of the different conditions and modifying circumstances, is not enough to establish the unreasonablness of the rates assailed." (*See* Lincoln Creamery *vs.* Union Pacific Ry. Co., 5 I.C.C., 156 and 160, followed in Dallas Freight Bureau *vs.* M. K. & T. Ry. Co., *et al.*, 12 I.C.C., 427.) Where this is held as between railways which are subject to the jurisdiction of the regulative tribunal before which complaint is made, it is still more applicable in a case where the initial railways quoting the rates which are used for purposes of comparison are not subject to the jurisdiction of the tribunal before which the complaint is made.

The applicant company very frankly stated in evidence that the proposed cut in rate from 66 cents to 56 cents was intended to meet the American competition. In examination by Mr. Beatty, Mr. Littlefield was asked:—

> "I understand from your answer it is simply to enable you to compete on what you regard as favourable terms with your American competitors?" Answer: "Yes, sir." Evidence, Vol. 125, p. 4006.
>
> Mr. McEwen, in examination by Mr. Beatty, also said:
>
> "Now to meet that condition and pay practically the rate from Petrolia that they have had from the States, we have only asked for a rate that will take care of 8-10 of it."
>
> Question.—"In other words, you simply figured up from the basis of your own business and found out what rate would enable you to compete with American refiners."
>
> Answer.—"Yes." Evidence, Vol. 123, p. 1814.

Again, Mr. Littlefield in the course of his evidence stated that what his company was asking was, "that as a Canadian industry we be protected so that we are not forced out of the market and the western market turned over to American refiners." Evidence, Vol. 125, p. 4001.

In addition to the advantages already outlined as possessed by American refiners, it is further to be recognized, as was admitted in evidence by Mr. McEwen, that in general the American companies have their crude oil right at their doors, as, for example, in the Kansas field. It was also stated in evidence by Mr. McEwen that American companies had the advantages of being able to transport their product to Duluth, St. Paul and Fort William by boat.

The situation which this phase of the case presents to the Board on the basis of the facts summarized is made up of the combination of trade competition, situation advantage with its attendant low cost of raw material, and efficient water competition. None of these conditions are created by the action of the railways before the Board. Railways are not required by law, and cannot in justice be required, to equalize natural disadvantages such as location, cost of production, and the like. Black Mountain Coal Land Company *vs.* Southern Railway Company, *et al*, 15 I. C. C. p. 286. The Board has held "it is in the discretion of the railway whether it shall or shall not make rates to meet the competition of markets." Montreal Produce Merchants' Association *vs.* G.T.R. and C.P.R. Cos., IX. Canadian Railway Cas., p. 252. See also British Columbia Sugar Refining Company *vs.* Canadian Pacific Railway Company, 10 Canadian Railway Cas., pp. 171-172. The same position is taken by the English Railway and Canal Commission, Lancashire Patent Fuel Co. *vs.* London and North Western Railway Company, 12 Railway and Canadian Traffic Cas., 79. A similar matter has engaged the attention of the Interstate Commerce Commission in a decision which was rendered as recently as May 1, 1911. In this complaint, the applicant, which until recently brought its supply of crude petroleum for its Findlay refinery from nearby Ohio fields, found that approaching exhaustion of these fields, forced it to obtain its supply from a greater distance. It made application to have

its rate to Findlay reduced, on the ground that this necessity of going further afield for its supply of crude oil put in the position where it was unable to ship crude from its new fields to Findlay and sell the refined product in competition with other refineries. The Commission held that this situation furnished no ground for a reduction at the rate. The National Refining Company *vs.* C.C.C. and St. L. Ry. Co., 20 I. C. C. Rep., p. 649. In effect, the Commission said that this was a natural condition which the railway was not under obligation to counteract by reduction of freight rates, and that differences brought about by trade competition and situation advantage did not afford a final criterion of reasonableness. Here, again, it may be said that what applies as between railways situated in the same country and subject to the same jurisdiction, applies with still greater force where the railways are not within the same country and under the same jurisdiction.

The applicant company asks that the rates shall be reduced to offset the advantage which the Kansas refiner has in the Northwest. While the Kansas refiner has the advantage of a low cost of material and the further assistance accruing from situation advantage, he has, on the admission of the applicant company, become a keenly effective competitor, because the Canadian government has removed the duty. As I read the Railway Act, it does not fall within the scope of the Board's powers to reduce a rate, because a removal of customs duty has created a keen competition. If the removal of duty creates the situation complained of, it is to another body that application must be made for relief.

The allegation that the competition referred to above exists does not create a presumption of the unreasonableness of the rate attacked. The unreasonableness must be proved.

Recently, the Interstate Commission had before it a case regarding ex-lake grain rates, which in a broad way is analogous to the case now before us. It was stated in evidence that the competitive conditions of transport were deflecting grain, both American and Canadian, from New York to Montreal, and it was strongly urged before it that a reduction on the ex-lake grain rate from Buffalo should be made in order to hold the traffic for New York. The Commission held that, unless the rate complained of was shown to be unreasonable, the question whether a reduced rate should be established was a matter of policy which must be left to the carriers themselves, and not a matter of right which might be demanded by the port of New York. Board of Trade of the City of Chicago *vs.* Atlantic City Railroad Company *et al;* New York Produce Exchange *vs.* N.Y.C. and H.R.R. *et al,* 20 I.C.C., 518. In the case before us, while, personally, I have sympathy with the "territorial sectarianism" which desires industries to be established in one's own country in preference to a foreign country, the matter of sympathy, affords no justification for the reduction asked. The existing rate not having been shown to be unreasonable, it is in the discretion of the Canadian railways whether they shall meet these rates and conditions which are, in great degree, due to trade competition, situation advantage, and remission of duties.

In the complaint of the applicant company, it was alleged that the charging of the rate of 66 cents complained of by reason of it not permitting the complainant to compete successfully in Winnipeg with its American competitors created a condition within the inhibitions as to discrimination contained in section 315. In view of what I have already said, it is not necessary to pursue this matter further; but I may say that I am unable to find in section 315 anything with which the present complaint is concerned. It does not show that there is a carriage "under substantially similar circumstances and conditions," nor is it shown the "traffic is carried in or upon the like kind of cars, over the same portion of line of railway." Apparently, the applicant company in looking for some drag-net clause in the Railway Act, seized upon Section 315, without adequately considering the limitations of that section.

The second phase of the complaint is concerned with the rate situation as existing between the applicant company and the Imperial Oil Company shipping from

Sarnia. In the complaint, the through rate of 66 cents from Petrolia to Winnipeg is attacked as being unreasonable, because it is alleged to be the sum of the locals. An examination of the rate, however, shows that this contention is erroneous. The rate, is made up of 31-cent special proportionate rate to Fort William, and 35-cent rate beyond. This 31-cent rate is a fifth class basing rate on Fort William. It is used only in making up a through rate, and it is in no sense the local rate to Fort William. The fifth class local rate to Fort William is 42 cents. The 35-cent rate from Fort William to Winnipeg has come into existence through agreements. In 1898, the fifth class rate from Fort William to Winnipeg was 47 cents. Under the Crow's Nest Agreement, the rate on coal oil was reduced by 20 per cent to all points west of Fort William on the Canadian Pacific Railway's main line. This reduction brought the rate down to 37½ cents. Then under the agreement between the Canadian Northern Railway and the Manitoba Government, there was a further reduction of 6¾ per cent, which brought the rate down to the present basis. The local rate, fifth class, from Fort William to Winnipeg is at present 40 cents. The through rate complained of is made up of a basing rate and of a rate arising in the case of both the Canadian Pacific and of the Canadian Northern out of the mutual interrelations of Governmental agreements and competition arising therefrom. In so far as the attack on the through rates rests on the ground that it is equal to the sum of the locals, the burden has been successfully borne by the railways, and this count fails.

In the course of the hearing, the argument shifted from the principal above invoked to the question of the burden of the component parts of the through rate. Here, again, it is apparent that it is the relative reasonableness from the standpoint of competition, not the matter of reasonableness *per se* which was in mind.

The Imperial Oil Company ships in its own tank vessels from Sarnia to Fort William. It has tanks at the head of the two lakes and a pipe line. It pipes the oil from the vessels into the tanks and uses the rail beyond. In exhibit No. 1, submitted by Mr. McEwen, it was stated that the shipment by tank vessel from Sarnia to Fort William cost 17 cents per barrel of 42 gallons. This appears to give an approximate weight of 360 pounds. The Imperial Oil Company was not represented at the hearing, and as the figures in this respect submitted were not checked, and as the Board has no further information bearing on them, it is impossible to say whether these figures are estimates or statements of actual cost. At any rate, they are not in such a shape as to permit the Board to base any final decision on them.

The applicant company is not in a position to ship by tank vessels. It has not the facilities. There is a rate of 58 cents by lake and rail from Sarnia to Winnipeg; but this is concerned with barrel shipments, and the difficulties in handling appear to be such that this method of shipment is not deemed an economical one by the applicant company.

The situation appears to be that the facilities which the Imperial Oil Company possess give it a very considerable advantage in the shipment of oil to Fort William. The applicant company, not possessing these advantages, desires the railway to assist in equalizing the conditions. The oil moving by tank vessel from Sarnia to Fort William and Port Arthur does not, over this portion of the route, yield revenue to the railways; and I am unable to see why the low rate basis afforded by water transportation in the case of produce not conveyed by the railway should be used as an argument for a reduction in the rate of the produce carried by the railway, unless there is proof that over this portion of the journey there is discrimination against the applicant company by the railways and in favour of its competitor; or that the rate is unreasonable in itself. No such discrimination has been shown. Nor is the low rate basis by water an evidence of the unreasonableness of the rail rate. The low rate basis the Imperial Oil Company is able to obtain from water transportation is one of the incidents attaching to capital on a large scale, and it would not be reasonable to require the railways to offset by reduction in rates disadvantages to which the applicant company is subjected by this condition for which the railways are

not responsible. The applicant company, in its reply, states that there is water competition from Whiting, Indiana, and from Sarnia, Ontario. It states further, that such water transportation costs much less than the transportation by rail, and is usually recognized by carriers in fixing rates in competition therewith. It has been recognized over and over again that the extent to which water competition shall be met is in the discretion of the railways. The Board has stated that it is the privilege of a railway in its own interest to meet water competition. It is not, however, the privilege of a shipper to demand less than normal rates because of such competition, which the railway does not, in its own interest, choose to meet. Plain & Co., *vs.* Canadian Railway Co., IX Canadian Railway Cas., p. 223.

The portion of the complaint as to the portion of the through rate from Petrolia to the head of the lakes being thus based on an erroneous construction of the policy to be adopted in the matter of water transportation must, therefore, fail.

There remains for consideration the 35-cent rate from the head of the lakes. This is also attacked as being unreasonable. The history of the development of this rate has been indicated. In such a situation as this where an agreement entered into between the Government of Canada and the Canadian Pacific Railway has resulted in a reduction which the Canadian Northern has been compelled to meet, and where also a similar set of circumstances as to an agreement between the Government of Manitoba and the Canadian Northern has compelled the Canadian Pacific in turn further to reduce its rate, the condition arises where both the Dominion of Canada and the Province of Manitoba have in effect expressed the opinion that the rate so arrived at is a reasonable one. Therefore, the onus of showing that the rate attacked is unreasonable, which must in all such cases be on the applicant, bears with an especial burden on the applicant in this case.

Some attempt has been made to show that this rate is excessive by putting in statements of rates from various portions of the United States. What has already been said in an earlier connection regarding the comparison made between Canadian and American rates rules out, and for the same reasons, the American rate material here. Nor are the rate comparisons on various Canadian products of such a nature as to establish on the material presented the unreasonableness of the 35-cent rate.

In reality, the objection to the 35-cent rate is an attempt to accomplish in another way what was attempted in the criticism of the 31-cent rate to the head of the lakes. So far as the product of the applicant company and the product of the Imperial Oil Company are concerned, they both move on the same rate from the head of the lakes to winnipeg. As has already been pointed out, while the allegation of unreasonableness appears to be concerned with the particular rate, an analysis of the material on the record shows that it is a matter of relative reasonableness with which the applicant company is concerned, and that it is constantly returning to the position that the existing rate adjustment unjustly discriminates in favour of its competitor. Now, as to the 35-cent rate, it is patent that no discrimination exists as between the applicant company and its competitor since there is no difference in point of rate. In reality, the applicant company is endeavouring to read into the circumstances surrounding the 35-cent rate those connected with the water transportation of its competitor to the head of the lakes. What has already been said shows that this is not justifiable.

In the course of the hearing reference was made, somewhat by the way, to a 30-cent rate from Sarnia and Petrolia to the Maritime Provinces, and to a $1 rate to Vancouver. As regards the 30-cent rate, it was shown in evidence that it was brought about by competitive conditions. The applicant company did not make a *prima facie* showing that this rate was discriminatory as compared with the rate complained of. As regards the $1 rate to Vancouver, the matter was not developed to any extent, and nothing was adduced which would justify the Board in taking it as in any degree a measure of the rate complained of.

The burden as to discrimination has, therefore, been withstood, and the complaint as to unreasonableness of rates has not been established.

The Chief Commissioner, the Assistant Chief Commissioner, and Commissioner Mills concurred.

June 30, 1911.

Conjointly with the above application was heard an application by the same parties against the Grand Trunk Railway Company of Canada and the Canadian Pacific Railway Company, complaining that the respondent railway companies unjustly discriminated against them upon shipments of petroleum and its products from certain Ohio and Pennsylvania points to Toronto and other Canadian points, by refusing to carry petroleum and its products in carloads, at fifth class rates in accordance with the official classification; that the respondent companies overcharged the applicant for the carriage of said commodities, and also applying for an order prescribing proper tolls.

In this connection and in accordance with the judgment of the Chief Commissioner above set forth, dated June 26, 1911, an Order was issued declaring that the legal rates chargeable on petroleum and its products, in carloads, from the said shipping points in the States of Ohio and Pennsylvania to Toronto, Ontario, were the fifth class joint through rates in effect at the time the said shipments moved, as shown in the joint through tariffs published and filed with the Board, and in accordance with the official classification No. 29, and subsequent issues thereof.

Against this Order of the Board (Order No. 14387) the railway companies appealed to the Supreme Court of Canada, on the question of law, and the said appeal is now pending.

EXPRESS COMPANIES' RECEIPT FORMS.

Representations having been made to the Board that various firms had receipt forms of their own which they desired the Board to require the express companies to sign other than the special form prepared by the companies, the Board set the matter down for Consideration at its sittings held in Ottawa on June 20, 1911, and after hearing the interested parties the Board reserved judgment, and subsequently on July 19, 1911, judgment was delivered by Commissioner S. J. MacLean, concurred in by Assistant Chief Commissioner Scott, and Commissioner James Mills. The following is judgment referred to:—

RE EXPRESS RECEIPT FORMS.

Mr. Commissioner McLean:

As a result of several communications to the Board asking that the express companies be required to sign other receipt forms than their own, it being represented that various firms had forms of their own which it would be a convenience for them to use in connection with express transactions, the Board set down for hearing at its Ottawa meeting on June 22, the following question:—

> "Can any reasonable system be adopted whereby express companies may sign shippers' receipts instead of itself furnishing the blank, the form of course being the one approved by the Board?"

At the hearing, various forms of receipts which had been in use by different firms before the new receipt form was approved by the Board, were submitted by Mr. Chrysler, who appeared for the express companies. One of these receipt forms had this printed at the top:—

> "CANADIAN EXPRESS COMPANY,
> "WINNIPEG, MAN.
>
> "Received from the McClary Manufacturing Company in good order, addressed to.....subject to conditions of carriage as represented in the general receipt form of the Canadian Express Company as approved by the Board of Railway Commissioners for Canada."

It was pointed out by Mr. Chrysler that the drivers of the express company were in no position to verify the statement contained in this form as to goods received being in good order. This receipt form, in addition, had columns for number of packages, kind of packages, goods, weight and value. It was represented by Mr. Chrysler that the signature of such a receipt by the agent of the express company after these particulars had been filled in would be a signature as to particulars which neither the agent nor the driver had any means of verifying. A receipt form of the Toronto Type Foundry was submitted. This form sets out the conditions of the receipt in the ordinary form, the only difference being that instead of there being a blank to be filled in by the name of the shipper, there is printed on the form "Toronto Type Foundry, Limited." To this form, the same objections do not attach as to forms of the type referred to by Mr. Chrysler. It was the intention of the Board in approving of the recept that the liability of the company should be clearly set out in the receipt; and the provisions as to liability having been carefully gone through by the Board, these should not be extended by additional details on the receipt which would require the express agent or driver to vouch for conditions which he has no opportunity to verify.

It was further represented that it would be a convenience for shippers if receipts could be printed in triplicate, the object being that one could be kept by the shipper, one handed to the driver, and the other sent to the consignee.

There is no objection to a receipt form in which, instead of there being a blank for the insertion of the name of the shipper, the name of the shipper is printed; but in view of the extension of the liability of the express companies under the receipt as approved by the Board, it does appear that the printing of the receipt should be in the hands of the express companies, otherwise they might be held responsible for errors in receipt form which would affect their liability, although they had not an opportunity of checking the particular form used by the shipper. While it may be said that the receipt used by the shipper would only be used after the express companies had approved it, this applies to a general approval, for it is manifestly impossible that every individual copy of the receipt form used could be subject to check. Under these conditions, it is apparent that there would be opportunities for error. The Board is, therefore, of opinion that where a shipper is desirous of having his name printed on the receipt form, this may be done by arrangement with the express companies, the express companies undertaking the printing and the shipper making his arrangements to pay for the additional cost of printing this entails.

As to the question whether receipts should be issued in triplicate or not, this, while it would undoubtedly be a convenience to the shipper, is a matter of business practice, which must be worked out between the express companies and the shippers.

EXPRESS RATES ON CREAM.

July 19, 1911.

Application was made to the Board by the Canadian, Dominion and other express companies subject to its jurisdiction, for authority to substitute single tariff "B," being one uniform tariff for all creams, in place of separate tariff for sour and sweet cream, and the matter was finally heard at a sittings held in Ottawa on July 4, 1911, at which sittings were present, the Assistant Chief Commissioner, Commissioners Mills and McLean. The judgment of the Board was delivered by Commissioner Mills under date of July 19, as follows:—

IN RE EXPRESS RATES ON CREAM.

File No. 4214.55.

Commissioner Mills:

On March 21, 1911, the Board issued Order No. 13381, fixing certain express rates on cream for butter-making and a tariff of higher rates on cream for purposes other

than butter-making. This order, providing for two tariffs on cream, was issued in accordance with the practice of the Express Companies west of the City of Port Arthur and a practice which some of the said companies followed for a short time between points east of the said city; but experience has led both the express companies and many of the shippers of cream in the Central and Eastern Provinces to ask for a single tariff on cream, without regard to the use made of it.

On June 1, 1911, the express companies submitted for the consideration of the Board a special tariff "B," and on June 26, a special tariff "C," both giving rates on cream, sweet or sour, to be used in any way purchasers may think proper, "B" excluding and "C" including collection and delivery service.

Tariff "B" as submitted, is almost identical with the Board's tariff on cream for butter-making, practically the only difference being in the matter of collection and delivery service. The tariff on cream for butter making includes collection and delivery service, while that on cream without restriction as to use, does not include such service.

Tariff "C," including collection and delivery service differs from tariff "B," which excludes such service, by an increase of 5 cents per can in 8 of the rates quoted, 10 cents per can in 2 of the rates, and 15 cents per can in one of the rates.

Considering these proposed increases for collection and delivery service, I am unable to understand why the charge for such service in the case of a 10-gallon can should be 5 cents when it has been carried 25 miles by rail, 10 cents when it has been carried 50 miles by rail and 15 cents when it has been carried 75 miles by rail, while the charge for the said extra service in the case of a 5-gallon can is not determined or affected by the distance it has been carried by rail—whether 25, 50, 75 or 100 miles.

All I need say is that, after much figuring, in addition to deliberate and prolonged consideration of the tariffs above referred to and the evidence given at three hearings, with a careful comparison of the rates charged prior to 1906, those charged from 1907 to March 1 last, those hitherto charged between points west of Port Arthur, and those now chargen in the Central and Eastern Provinces—not overlooking the fact that the minimum voluntarily established and continuously maintained for years past between points west of Port Arthur, is 15 cents, while the minimum for the same service (the outward shipment and the return of the empty can, without collection and delivery service) east of Port Arthur, is 20 cents, the latter being 33⅓ per cent more than the former, I have made slight changes in tariff "B" as filed by the companies, some decreases and some increases in the figures, fairly well balanced with a view to more equitable charges per gallon on cream shipped in 5-gallon cans compared with cream shipped in 8 or 10-gallon cans; and I submit for approval the following special tariff "B," including the terms and conditions set forth therein, as being in my opinion, reasonably fair to both the express companies and the shippers of cream:—

July 19, 1911.

APPLICATION OF THE CONTINENTAL OIL COMPANY, LIMITED, *ET AL*, *RE* COMMODITY RATES ON PETROLEUM OILS.

This application was made by the Continental Oil Company, Limited, the Prairie Oil Company, Limited, and the Winnipeg Oil Company, Limited, to the Board for an Order reducing the commodity rate on oil, coal, fuel, gas, petroleum, road or carbon—benzine, benzola, petroleum, residuum, crude petroleum, petroleum lubricating, naphtha and gasoline, from Minneapolis, St. Paul, Minnesota, (Transfer, Duluth), Minnesota, Superior (Winconsin), to Winnipeg, from 35 cents per hundred pounds to 22 cents per hundred pounds; and for further order reducing the commodity rate on said commodities from Minneapolis, St. Paul, Minnesota (Transfer, Duluth), Minnesota and Superior (Winconsin), to Calgary, Regina, Saskatoon and Edmonton, in proportion to the reduction above specified.

The application was heard at a sittings of the Board held in Winnipeg on September 15, 1911, before the Chief Commissioner and Commissioner McLean, when all parties interested were heard. The Judgment of the Board was delivered by Commissioner McLean under date of October 12, 1911, and an Order was issued in accordance therewith, dismissing the application. The following is the Judgment referred to:—

Mr. Commissioner McLean:

The applicant companies obtain their supplies of oil and products thereof from various "independent" plants in Kansas, Indiana, Illinois, Pennsylvania, and Oklahoma. The original application for an order directing the reduction asked for, not only to Winnipeg but also to Calgary, Regina, Saskatoon, and Edmonton, was amended by an application under date August 15, 1911, requesting that the proportionate reduction, instead of being applicable only to the points west of Winnipeg above mentioned, should apply to all points in Manitoba, Alberta, and Saskatchewan.

The situation is fundamentally concerned with a comparison of the rates from Minneapolis, St. Paul, Minnesota, (Transfer, Duluth) and Superior to Winnipeg, on the one hand, with those from Fort William to the same point on the other. It was stated in evidence, as well as in reply, that the through rate from Fort William to specific points west of Winnipeg was less than the through rate from St. Paul, which may be taken as typical; but the basic point of attack is that concerned with the situation set out in the preceding sentence.

The rate from Fort William to Winnipeg is 35 cents. The circumstances which led up to the establishment of this rate are set out in the decision of the Board in *re* the application of the Canadian Oil Companies, Limited, File 15511; and the effect of this being a constructional rate is there dealt with. In the answer of the Canadian Pacific Railway, which may be taken as typical of the position taken by the railways, it is pointed out that the rate from St. Paul to Noyes, North Dakota, is 36 cents per hundred pounds. Noyes is immediately south of the international boundary and adjoins Emerson, where the Canadian Pacific Railway takes over the traffic in question. It appears that the 35 cent rate from St. Paul to Winnipeg is competitive with the rate from Fort William. While it is not especially valuable to speculate as to what the rate from St. Paul to Winnipeg would have been in the absence of the 35 cent rate from Fort William, it is at least of some value to recognize that the compelling force of competition is shown in the fact that the rate to Noyes, North Dakota, which is 65·2 miles south of Winnipeg, is 36 cents as compared with a 35 cent rate to Winnipeg.

So far as the haul to Winnipeg from St. Paul is concerned, the greater part of it is on the lines of the United States carriers. The distances are as follows:—

	Miles.
From Minneapolis to Noyes is	386·7
" St. Paul to Noyes is	396·7
" Duluth to Noyes is	337·4
" Superior to Noyes is	333

From Emerson, which as has been pointed out, is immediately adjacent to Noyes, the haul over the line of the Canadian Pacific railway to Winnipeg is 65·2 miles. The Canadian Northern Railway Company's division sheet, No. 316, shows that so far as the Canadian Northern is concerned, the lines south of Emerson receive 67½ per cent of the rate to Winnipeg, that is to say, the Canadian Northern division is, in accordance with the principle adopted by the railways in the dividing of rates, 11½ cents.

In the statements submitted by the applicants, various rate tabulations are given to show that the through rates to points west of Winnipeg are higher from St. Paul than from Fort William. For example, the rate from St. Paul to Regina, over the

Canadian Northern railway, is quoted at 75 cents, while from Fort William to Regina it is quoted at 71 cents, the distances being 818 and 790 miles respectively. To cite another example, the rate from St. Paul to Edmonton, over the Canadian Pacific railway, is quoted at $1.06, while from Fort William it is 96 cents, the distances being 1,307 and 1,264 miles, respectively. The railways take the position that the haul from St. Paul, being a two-line haul, as compared with the single-line haul from the head of the lakes, the difference in rates is justifiable. It is apparent that there is some justification for a lower rate basis on a single-haul than on a two or more line haul for substantially similar distances. There is not only the fact that the terminal expenses on a single-line haul would normally not be so great as on a two or more line haul; there is the further fact that these being distributed over a longer haul as compared with the divisions of the haul on the two-line movement, causes them to have a lesser effect upon the former rate. Then, in addition, there is the question of the greater efficiency which may be obtained from the rolling stock on a single-line haul. Without going into the matter in more detail, the situation may be put summarily by saying that the net revenue to the railway engaged in the single-line haul is a unit which comes to it alone; while in the case of the two or more line haul the net revenue is to be subdivided between the different participants in the carriage. As to the particular rates complained of to points west of Winnipeg, of which the examples above given may be taken as typical, while not so stated in evidence, it appears to be a legitimate inference to say that while the competitive rate to Winnipeg is given on shipments to that point, on through shipments to points beyond from St. Paul the competitive rate is not used, but that the rate factor is in some way adjusted to the higher rate existing as above indicated to Noyes.

The facts have probably been set out in fuller detail than is necessary in view of the disposition which I am forced to conclude must be made of the case, but as the situation is in a sense complementary to that dealt with in the Board's judgment in the application of the Canadian Oil Companies, Limited, referred to, it makes for clearness to give the statement I have above set out.

The Winnipeg rate is basic. The complaint is two-fold,—it is concerned with the through rate to Winnipeg as well as with the through rate to the point beyond.

Now, in so far as shipments moving to Winnipeg for local consumption are concerned, the situation at present is that Winnipeg has the advantage from St. Paul of the competitive rate forced by the contractual rate from Fort William. There is no rate discrimination here. If, on the other hand, in the face of the existing 35 cent rate from Fort William, a direction is given to establish a 22-cent rate to Winnipeg, the manifest effect is to create a discrimination against Fort William and in favour of the St. Paul route. The further phase of the situation arises that the St. Paul-Winnipeg rate, which is not discriminatory as compared with the Fort William-Winnipeg rate, is sought to be reduced in order that it may afford a measure of the reduction for the through rates from St. Paul to points beyond Winnipeg.

While the applicants in their formal application ask for a proportionate reduction to points beyond Winnipeg, it must be noted that this position is varied from. In the course of the hearing (Evidence, p. 7047), it was stated by Mr. Fillmore that the applicants were not pressing so much the matter of arbitrary reduction as that rates should be the same from St. Paul as from Fort William. It was stated in paragraph 10 of the applicant's reply to the answer of the Canadian Pacific Railway, that in any event the rates from St. Paul to points in Manitoba, Saskatchewan and Alberta should be as low as and on a par with the rates from Fort William to the same points; and in support of their position that the existing rate situation was discriminatory, it was further suggested by the applicants that if the Board was not prepared to reduce the rate from St. Paul, the rate from Fort William should be raised.

Informal as is the procedure of the Board, and elastic as it is in regard to amending, it is necessary to pay counsel the courtesy of assuming that their formal applica-

tion was drafted with intention. It is not clear what is meant by the proportionate reduction spoken of, whether the 13 cent cut is to apply throughout, or whether the total through rate in each case is to be 2⅔ of the existing rate. If the former is what is intended, then taking Regina and Edmonton as before, the through rates reduced from St. Paul would be 62 cents and 93 cents, as against the Fort William rates of 71 cents and 96 cents. If they are to be reduced to the basis of 2⅔ of the existing rates, then the rates would be 47 cents and 67 cents as compared with the Fort William rates of 71 cents and 96 cents. In either case, the result would be to discriminate in favour of the St. Paul route.

As has been seen, the 13 cent reduction asked for is, so far as the movement to Winnipeg as a point of destination is concerned, in excess of the Canadian railway's division for the haul over its own lines from Emerson to Winnipeg. The Board has, of course, control over the Canadian railway's division. But it is emphatically asserted that it is a control as to the total rate which the Board is asked to exercise.

But what power has the Board to deal with the rate from a point in the United States 396 miles, as in the case of St. Paul, from the international boundary. If the Board can deal with a rate some 400 miles from the international boundary, why not go further and deal with the rates from the point of origin, such as Coffeeville, Kansas? Or why not go further and deal with rates on oil shipments and oil products from points in Oklahoma, or even so far south as Texas, if any shipments there be from Texas oil points to the applicants? A statement of the situation put in this admittedly extreme form would mean in substance that from any or all points of origin on American lines the Board of Railway Commissioners would be given jurisdiction by the Parliament of Canada to regulate the rates from the furthest initial points in the United States on oil and oil products shipped into Canada on through tariffs. If oil shipments, why not on all shipments? Extreme as the statement is, it is a logical development of the position. It is not necessary to pursue this line of thought further. The Board in its judgment in the Keystone Camping Club of Pittsburg Case, File No. 6812, decided May 5, 1909, stated that "the Board has no jurisdiction in regard to rates charged by a railway or railways in the United States up to the international boundary." The same position is taken in the judgment of the Chief Commissioner in the Canadian Northern Ry. Co. *vs.* the Grand Trunk and Canadian Pacific Ry. Cos., 10 Can., Cas., pp. 147, 148. The situation which faces the Board is on all fours with that dealt with in the judgments above referred to. The Board has no jurisdiction to order the reduction applied for, from initial points in the United States; and the application must be dismissed.

October 12, 1911.

EXPRESS CLASSIFICATION OF NEWSPAPERS FROM WINNIPEG TO CALGARY AND REVELSTOKE.

The matter of Express Classification on Newspapers from Winnipeg to Calgary and Revelstoke on the complaint of the Manitoba "Free Press" of Winnipeg, Man., came before the Board for consideration at a sitting held in Winnipeg on June 15, 1911, before the Chief Commissioner and Commissioner S. J. MacLean in the first instance, and was allowed to stand being subsequently heard at a sitting of the Board before the same Commissioners in Winnipeg on September 15, 1911. Judgment was reserved, and on the 20th of February, 1912, Mr. Commissioner McLean delivered Judgment of the Board, concurred in by the Chief Commissioner. (For full text of Judgment see appendix B, on page). In pursuance of Judgment the following Order was issued:—

3 GEORGE V., A. 1913

Order No. 16061.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

SATURDAY, the 2nd day of March, A.D. 1912.

IN THE MATTER OF the complaint of the Manitoba Free Press Company, of Winnipeg, in the Province of Manitoba, complaining of the Express Classification of Newspapers from Winnipeg to Calgary, &c.

File No. 4397-9.

Hon. J. P. MABEE,
Chief Commissioner.

S. J. MCLEAN,
Commissioner.

Upon hearing the application of the sittings of the Board held in Winnipeg on September 15th, 1911, in the presence of Counsel for the Applicant company, the counsel for and representatives of the Express Companies; and upon reading what has been submitted on behalf of the parties interested, and the report of the Chief Traffic Officer of the Board.

It is ordered as follows:—

(*a*) That in the item at page 18 of the Express Classification for Canada No. 2. commencing "Newspapers, magazines, and similar publications," the words "other than daily" be inserted after "Newspapers";

(*b*) That the following items be added to the said classification No. 2, namely:—

Newspapers, daily, when shipped by publishers or news companies on the day of publication;

To points not over 300 miles distant, one-quarter cent per pound on the aggregate weight, exclusive of wagon service, minimum charge 10 cents;

To points over 300 miles distant, to which the merchandise rate does not exceed $4.50 per 100 pounds, one cent per pound, minimum charge 10 cents.

To points to which the merchandise rate exceeds $4.50 per 100 pounds, one-half merchandise pound rates, minimum charge 10 cents.

Newspapers, daily, returned to the original shipper, merchandise pound rates, minimum charge 10 cents.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

This Order was subsequently amended by an Order issued on June 17, 1912, by striking out the words and figures "minimum charge 10 cents," where they occurred at the end of paragraph two of clause B of Order 16061, relating to shipments to points over three hundred miles distant.

APPLICATION OF THE BRITISH COLUMBIA NEWS COMPANY, LIMITED. *RE* EXPRESS RATS ON MAGAZINES.

This was an application of the British Columbia News Company, Limited, for a flat rate of one cent per pound on magazines and periodicals, and the application was disposed of by the Judgment of Commissioner McLean, dated January 27, 1912, concurred in by the Chief Commissioner. The following is the text of the Judgment referred to:—

BRITISH COLUMBIA NEWS COMPANY, LIMITED.

Application for an express rate of one cent per pound on magazines and periodicals, from Vancouver, B.C., to out of towns dealers. File 4214-199.

Mr. Commissioner McLean:

The applicant, who is located in Vancouver, applies for a flat rate of one cent per pound on magazines and periodicals. The applicant and the express companies having developed their positions by written submissions, the matter may now be dealt with.

At present, the rates applicable are merchandise pound rates, minimum charge 10 cents per shipment, or section D rates if a lower charge can be made thereby. It is contended by the applicant that the existing rates will not permit the out of town business being developed.

The merchandise rates are not attacked as being unreasonable in themselves. The desire is for a rate for development purposes. The allegation of the Dominion Express Company that the flat rate proposed would result in a loss is not supported by evidence; but it is admitted by the applicant that "at the present time there would not be very much profit in the rate."

Under Section 49 of the Canadian Official Postal Guide, British and foreign newspapers and periodicals, as well as Canadian publications recognized as second-class matter, are, if authorized by the Postal Department, carried for news dealers to subscribers in Canada or Mexico at the rate of one cent per pound, bulk weight. The rate asked for is competitive with this.

In meeting the Post Office rates, the express companies have a right to exercise their discretion as to whether these rates shall be met or not. This has been set out in the matter of the Application of the Express Traffic Association for an order authorizing the express companies to withdraw and cancel Section D of Classification C.R.C. No. 2. In giving his decision on this matter on October 23rd, 1911, the Chief Commissioner used the following words:—

> "Now the situation would be the same if the Post Office authorities had just put in effect these regulations and an application were now heard by this Board for an order requiring the Express Companies to compete with those reduced rates on this matter that under these regulations can go through in the Post office. This Board would have no authority to require the Express Companies to enter into any such competition."

The Express Company is under no obligation to protect the applicant against loss in the extension of its business. The Interstate Commerce Commission has said:—

> "The position of the growers is that such rates should be established as will permit them to market their product at a reasonable profit. No such test of the justness of a transportation charge can be admitted."
> Florida Fruit and Vegetable Co., V.A.C.L. R.R. Co., 17 I.C.R.R., 560.

That is to say, the right to a reasonable profit to the transportation agency as well must be recognized. Looked at as a rate competitive with the Post Office, the rate asked for is one which the express company has the right either to refuse or to grant. Looked at from the standpoint of an experimental rate for the development of business, it must be recognized that the express company in putting in, of its own volition, a low rate basis to develop business has a greater initial discretion than is possessed by the Board through the medium of its orders. It is the policy of the Railway Act that, subject to the inhibitions as discriminations there should, in the public interest, be elasticity of rate-making. The initial making of rates is in the hands of the transportation agency. It is not the Board's function, as delegated by Parliament, to make rates to develop business, but to deal with the reasonableness of rates either on complaint or of its own motion.

EXPRESS COMPANIES DELIVERY LIMITS.

The Express Companies not having applied to the Board in connection with express delivery limits within what the Board deemed a reasonable time, the following memorandum of the Chief Commissioner was on the 29th May, 1911, issued and sent to the Express Companies.

RE EXPRESS COMPANIES' DELIVERY LIMITS.

The Chief Commissioner:

On March 30th, 1911, the Order was made requiring Express Companies to deliver in all cities, towns and villages to all points within the municipal boundaries, upon and after June 1st, and abolishing delivery limits after that date.

In the order that no injustice might be done the companies, leave was reserved for them to "at once" apply to the Board for the establishment of reasonable collection and delivery zones at such places where for special local reasons it might be unreasonable to require collection and delivery throughout the entire municipal area.

Instead of "at once" taking advantage of this leave, the companies have delayed, until, on May 23rd, the Board is flooded with applications coming from some seventy-five or more points in Canada, the Companies well knowing it could not possibly deal with a single one of these applications before June 1st, the effective date of the Order. What is more, if this is the treatment the Board is to receive after all the latitude given to express companies, it will take its own time to look into the merits of these applications, and in the meantime the Order of March 30th will stand in its entirety. Delivery limits in Canada, after June 1st, are abolished, and it will be the duty of express companies to collect and deliver as directed by the Order of March 30th.

Ottawa, May 29, 1911.

Subsequently the subject matter of the memorandum was taken up and considered at a sitting of the Board held in Toronto on October 24, 1911, and counsel for the Express Traffic Association furnished the Board with a list of the cities and towns in the Dominion with which it was decided by the Traffic Association to negotiate regarding delivery limits and the following circular was on November 2, sent under the Board's authority to the interested parties:—

A. D. CARTWRIGHT,
Secretary.

OFFICE OF THE SECRETARY, OTTAWA.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, November 2, 1911.

Circular No. 70.

File 4214.200, express delivery limits at points east of Port Arthur, Ont.

DEAR SIR,—The express collection and delivery limits in cities, towns and villages, were fixed by Order of the Board No. 13357 at the municipal boundaries, but this was merely a provisional measure and leave was reserved to the companies to apply to the Board for the establishment of reasonable collection and delivery zones in cities, towns and villages (if any), where for any special reasons it might be unreasonable to require collection and delivery services to be made throughout the entire area thereof. Applications have been made in regard to these limits at various points, and these have either been settled by conference between the municipal authorities and the express

companies, or, failing such agreement, have been settled by the Board. The express companies concerned will take up the matter of collection and delivery limits with you, and if you and the representative or representatives of the express company or companies are unable to agree as to what are reasonable limits, the matter will then be dealt with by an officer of the Board.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

Since the issuance of this circular, the delivery limits in the large majority of cities and towns mentioned have been agreed upon and settled between the parties and approved by the Board. The Board also amended its order of March 30, 1911, by absolving the express companies from making delivery under the terms of the order, allowing the condition of the roads and streets were not in a reasonably passable state for vehicular traffic.

REPORTS OF ACCIDENTS AT HIGHWAY CROSSINGS.

As will be seen by reference to the sixth report of the Board, this matter has already been under the consideration of the Board, and Circular No. 60, dated March 7, 1911, was issued in this connection and sent to all railways subject to the Board's jurisdiction. Subsequently on May 30, 1911, the Board issued the following Order:—

Order No. 13847.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

TUESDAY, the 30th day of May, A.D. 1911.

IN THE MATTER of Section 275 of the Railway Act and the amending Acts 8-9 Edward VII, Chapter 32, Section 13, and 9-10 Edward VII, Chapter 50, Section 15;

AND IN THE MATTER of Section 292 of the Railway Act, and Circular No. 60, dated March 7th, 1911, regarding reports of accidents at highway crossings issued under the direction of the Board:

File 16781.

HON. J. P. MABEE,
Chief Commissioner.

D'ARCY SCOTT,
Asst. Chief Commissioner.

JAMES MILLS,
Commissioner.

S. J. MCLEAN,
Commissioner.

Upon the application of the Michigan Central Railroad Company, and to more clearly define the meaning of the said circular—

It is ordered that where an accident has happened subsequent to January 1, 1905, or hereafter happens, at a highway crossing by a moving train causing bodily injury or death to a person using such crossing, and the Company immediately protects such crossing by a watchman, such protection will be regarded as satisfactory to the Board until the Company is able to make report and the Board has the accident investigated and the crossing inspected, or until further Order.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

PERSONS KILLED AND INJURED TRESPASSING ON THE PROPERTY OF RAILWAY COMPANIES.

The Board's attention has from time to time been directed to the number of persons killed and injured while trespassing on the property of the railway companies, and with a view to having specific action taken in the matter, the Board on the 1st day of March, 1911, isued the following letter addressed to the Attorneys-General of the various provinces comprising the Dominion of Canada.

In the matter of Persons killed and Injured while Trespassing on the Property of Railway Companies.

The following letter, by direction of the Board, has been sent by the Secretary to the Attorneys-General of the Provinces of Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island, Manitoba, British Columbia, Saskatchewan and Alberta:—

DEAR SIR,—During the year ending March 31, 1911, one hundred and forty persons were killed and sixty-nine injured while trespassing on railway property. The Companies have been doing their utmost to prevent this unnecessary killing; but when they prosecute, many magistrates look upon the matter as so trivial that it has been found most difficult to obtain convictions.

Unless offenders are punished, it will be impossible to lessen this death rate. It is regarded by this Board as highly important that magistrates should appreciate the importance of this matter, not only as it affects the Railway Companies themselves, but also from the public point of view.

In England the law is rigorously enforced against trespassers upon railway lands.

We are endeavouring to reduce the toll upon human life from railway operation, and it is discouraging to find two hundred and nine trespassers killed and injured in one year. Cannot some steps be taken to bring to the attention of all magistrates that these prosecutions are in the public interest and that it is the desire of your Department that the law should be enforced in all proper cases?

Yours truly,

(Sgd.) A. D. CARTWRIGHT,
Secretary, Board of Railway Commissioners for Canada.

The Board trusts that this circular letter will have the desired effect, and that the Provincial authorities will be able to impress upon the magistracy the importance to the general public of more stringently enforcing the penal provisions of the Railway Act in this regard.

CARTAGE COLLECTED BY RAILWAY COMPANIES.

The Board being of the opinion that the Railway Companies should furnish it with full information concerning the additional charges for cartage collected by them and their cartage agents at so called "cartage points"; issued under date of November 15th, 1911, the following Order, which was sent to all companies subject to the Board's jurisdiction.

Order No. 15391

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

WEDNESDAY, the 15th day of November, A.D. 1911.

IN THE MATTER of the additional charges for cartage collected by Railway Companies, or other cartage agents, at so-called cartage points:

File 18663.

HON. J. P. MABEE,
Chief Commissioner.....
D'ARCY SCOTT,
Asst. Chief Commissioner.
S. J. MCLEAN,
Commissioner.

It is ordered that all Railway Companies subject to the jurisdiction of the Board be, and they are hereby, required to file with the Board, within sixty days from the date of this Order, copies of all existing contracts with their cartage agents for the cartage of freight traffic at so-called cartage points, with maps showing the cartage limits at each cartage point, and thereafter to file from time to time any new contracts or modifications of existing ones, or of cartage limits.

(Sgd.) J. P. MABEE,
Chief Commissioner.
Board of Railway Commissioners for Canada.

In response to said Order the companies have filed the information asked for.

FIRE GUARDS.

The matter of fire guards is one that has received and is still receiving a great deal of consideration at the hands of the Board and its Operating Department, and in order to collect the fullest amount of information, the Board has the matter set down for hearing at the various places in the Western Provinces at which sittings were held during the months of August and September, 1911. As a result of the Board's investigations a further Order was issued varying the original Order of the Board No. 3245 as follows:

Order No. 15995

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

FRIDAY, the 16th day of February, A.D. 1912.

HON. J. P. MABEE,
Chief Commissioner.
D'ARCY SCOTT,
Asst. Chief Commissioner.
JAMES MILLS,
Commissioner.
S. J. MCLEAN,
Commissioner.

IN THE MATTER of the Order of the Board No. 3245 dated July 4, 1907, respecting fire guards and the provisions of 8-9 Ed. VII, Ch. 32, Sec. 10.

File 4741.12

Upon hearing Counsel for the Canadian Pacific Railway Company, the Grand Trunk Pacific Railway Company, and the Canadian Northern Railway Company, as well as perusing applications and suggestions from various persons and public bodies—

IT IS ORDERED AS FOLLOWS:—

1. Paragraphs 8, 9, 10, 11, 12, and 14, of Order No. 3245, dated July 4th, 1907, are hereby rescinded.

2. Every Railway Company subject to the legislative authority of the Parliament of Canada, operating a steam Railway in the Province of Alberta or Saskatchewan, or both, shall, on or before the first day of August in each year, construct, along each side of the right of way, in the said Province, and not less than three hundred feet distant from the centre, a fire-guard consisting of a ploughed strip of land not less than sixteen feet in width.

3. Every Railway Company shall, between the said first day of August and the first day of December, in each year, keep the said fire-guards, and each parcel or section of land between them and the Railway, free from dead or dry grass, weeds, or other unnecessary combustible matter.

4. Wherever the owner or occupant of land objects to the construction of such fire-guards, on the ground that the said construction would involve unreasonable loss or damage to property; or where the owner or occupant refuses to allow the construction and maintenance of such guards before the terms and conditions thereof are considered by the Board, pursuant to 8 and 9 Edward VII, Chapter 32, Section 10-the Company, in either case, shall *at once* refer the matter to the board, giving full particulars thereof, and shall in the meantime refrain from proceeding with the work.

5. No Railway Company shall permit its employees, agents, or contractors to enter upon land under cultivation to construct fire-guards until it has caused to be given to the owner or occupant of such land at least two weeks notice of its intention so to enter.

6. If the agent, employee, or contractor of any Railway Company leaves gates open, or cuts or leaves fences down, whereby stock or crops are injured, or does any other unnecessary damage to property in connection with the construction of fire-guards, every such agent, employee, or contractor, shall, in addition to any civil liability for damages, be subject to a penalty of $25 for every such offence.

7. Every Railway Company shall have the right to apply to the Board to be relieved from the terms of this Order where the nature of the country would render it either impossible or useless to construct such guards.

8. Every Railway Company disobeying or failing to comply with the provisions of these regulations, shall in addition to any pecuniary liability for damages be further liable to a penalty of one hundred dollars for every such disobedience or failure.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA

Examined and certified as a true copy under Section 23 of "The Railway Act."
Secretary of Board of Railway Commissioners for Canada.

OTTAWA, Feb. 19, 1912.

This order has been widely circulated and the Board expresses the hope that the desired object, namely, the prevention of fires and the spreading thereof, may be attained thereby. It is manifestly in the interest of all parties concerned to assist the Board in this matter of fire protection and to see that the Board's order is lived up to.

SESSIONAL PAPER No. 20c

USE OF BLAUGAS BY RAILWAY COMPANIES.

Under date of December 9, 1910, the Board issued an Order dealing with the use of what is generally known as "blaugas" for the purpose of lighting passenger cars, and in the said Order set forth the terms and conditions under which it could be used. Subsequently an application was made by the Blaugas Company of Canada, Limited, to amend the Order, and the Board, after hearing the parties interested, issued on November 27, 1911, the following Order:—

Order No. 15543.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

In the Matter of the application of the Blaugas Company of Canada, Limited, under Section 29 of the Railway Act, for an Order to rescind, change, alter, or vary Clause 1, (c) of Order No. 12542, dated December 9, 1910, regarding use of blaugas by Railway Companies subject to the jurisdiction of the Board.

File 47398.

Sittings at Montreal, Monday, the 27th Day of November, A.D. 1911.

Hon. J. P. Mabee,
Chief Commissioner.

Hon. M. E. Bernier,
Deputy Chief Commissioner.

S. J. McLean,
Commissioner.

Upon hearing the application in the presence of Counsel for the Applicant Company, and what was alleged, and reading the report of its Inspector,—

It is Ordered that the said Order No. 12542, dated December 9, 1910, be, and it is hereby, amended by striking out sub-section (c) of paragraph 1 of the Order.

(Signed) J. P. Mabee,
Chief Commissioner,
Board of Railway Commissioners for Canada.

LIGHTING OF MAIN LINE SWITCHES.

The Board, having received, through the Brotherhood of Locomotive Firemen and Enginemen, a notification that complaints had been made to the Brotherhood from time to time regarding the absence of lights on the main track and other switches in certain localities, gave instructions to its Operating Department to investigate and report upon the matter. As a result of investigations by the Operating Department, the Board, at the suggestion of its Chief Operating Officer, had the following circular prepared and sent to all steam railways subject to the Board's jurisdiction, with a view to removing all grounds for future complaints. The following is the circular:—

A. D. Cartwright,
Secretary.

Office of the Secretary,
Ottawa,

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

February 12, 1912.

CIRCULAR No. 81.

Files 9079 and 18767, Lighting of Main Line Switches.

I am directed by the Board to call the attention of railway companies subject to its jurisdiction to the fact that on a number of lines where trains are run at night,

main line switches are not being lighted; also to point out that the rules require night signals to be displayed from sunset to sunrise, and that when weather or other conditions obscure day signals, night signals must be used in addition.

A. D. CARTWRIGHT,
Secretary, B.R.C.

LENGTH OF SECTIONS TO BE WORKED BY SECTION GANGS.

The question of the length of sections to be worked by section gangs was brought to the Board's attention by the Deputy Minister of Labour, that in certain instances the length of sections had been increased to nine miles, giving only two men to the increased length of section, and that this was hardly sufficient to insure the safety of the travelling public as well as the engineers and men engaged in the train service of the railway company. The Board issued the following circular as a result of its attention being called to the matter:

A. D. CARTWRIGHT, *Secretary.*

OFFICE OF THE SECRETARY,
OTTAWA,

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, May 15, 1911.

Circular No. 65.

Files 10170, 10170.1 *and* 10170.2 *Length of Sections to be worked by Section Gangs.*

At the Operating Sittings of the Board to be held at its offices, 66 Queen Street, Ottawa, Ontario, on Tuesday, June 6, next, commencing at ten o'clock in the forenoon, the Board will take up the question of fixing the length of sections to be worked by section gangs on railways and the minimum number of men to compose such gangs.

A. D. CARTWRIGHT,
Secretary, B.R.C.

The matter came before the Board for consideration at a sitting held in Ottawa on June 6, 1911, referred to, when the Board decided that it had no jurisdiction to make an Order fixing the length of the line to be placed under the charge of each section gang, and the number of men to compose the gang. (See Judgment of the Chief Commissioner, Appendix B.)

REMOVAL OF SNOW CLEANING DEVICES FROM LOCOMOTIVES.

The question of the removal of snow cleaning devices from locomotives having been reserved for further consideration by Order of the Board No. 12287, the Board issued on 20th Dec., 1911, the following circular letter.

A. D. CARTWRIGHT, *Secretary.*

OFFICE OF THE SECRETARY,
OTTAWA,

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, December 20, 1911.

Circular No. 74.

File 1750, *Part* 5, *re Snow Ploughs.*

I am directed to advise that at the Operating Sittings of the Board to be held in Ottawa on the first Tuesday in February, 1912, all railway companies subject to its

jurisdiction will be asked to show why they should not be directed to equip their snow ploughs in which men are required to ride for the purpose of operating snow ploughs with:

1. Direct connection between the plough and the steam whistle of the locomotive so that the man in charge of the plough can give proper whistle signals for railway crossings, stations, &c.

2. That they shall also equip each plough as aforesaid with air gauge and air-controlling valve, also proper air connections between plough and locomotive to enable man in charge to control the air brake which he can apply in all cases of emergency.

3. That snow ploughs that are run as push ploughs, not fitted with cupolas, and having no men in charge, shall be fitted with air pipe connections between plough and locomotive, so that in case of accident where plough is derailed and air connections broken, air will immediately apply automatically.

4. That all snow ploughs be equipped with automatic couplers

By Order of the Board.

A. D. CARTWRIGHT,
Secretary.

At the sittings held in Ottawa on February 17, 1912, the Board took up the matter in the presence of Counsel for the interested parties, and as a result of the hearing, the following Order was issued:

File 1570. Part 4. Order No. 16007.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

SATURDAY, the 17th day of FEBRUARY, A.D., 1912.

HON. J. P. MABEE,
Chief Commissioner.
D'ARCY SCOTT,
Asst. Chief Commissioner.
JAMES MILLS,
Commissioner.
S. J. McLEAN,
Commissioner.

In the matter of the question of the removal of snow cleaning devices from locomotives reserved for further consideration by Order of the Board No. 12287, dated November 3, 1910, based upon resolution passed by the Dominion Legislative Board of the Brotherhood of Locomotive Engineers.

Upon the hearing of the matter at the sittings of the Board held in Ottawa on February 6, 1912, in the presence of Counsel for the Grand Trunk Railway, the Canadian Pacific Railway, the Michigan Cetnral Railroad, and the Ottawa and New York Railway Companies, the International Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen being represented at the hearing, the evidence offered, and what was alleged; and upon the recommendation of its Operating Officers—

IT IS ORDERED,—

1. That all Railway Companies within the legislative authority of the Parliament of Canada operating snow ploughs shall, on or before the first day of November, 1912, equip such ploughs with—

(a) Direct connection between the plough and the steam whistle of the locomotive so that the man in the plough shall be able to give all proper signals.

b) Air guage, air controlling valve, and proper air connections between the plough and the locomotive so that the air brake may be controlled from the plough.

2. That snow ploughs run as push ploughs, not fitted with cupolas, and having no men in charge, shall be fitted with air pipe connections between the plough and the locomotive, so that in case of derailment and air connections being broken, the air will apply automatically.

2. That snow ploughs run as push ploughs, not fitted with cupolas, and having

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioner for Canada.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Examined and certified as a true copy under Section 23 of "The Railway Act."

A. D. CARTWRIGHT,
Secy. of Board of Railway Commissioners for Canada.

Ottawa, February 20, 1912.

DUMP ASH PANS FOR LOCOMOTIVE ENGINES.

The question of equipment of locomotive engines with dump ash pans or other appliances, to avoid the necessity of enginemen or others going underneath the engines to clean the same, is one that has engaged the attention of the Operating Department of the Board for some time past, and on June 8, 1911, the Board issued the following circular:

A. D. CARTWRIGHT,
Secretary.

OFFICE OF THE SECRETARY,
OTTAWA.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, June 8, 1911.

Circular No. 66—

File 4966, Dump Ash Pans on Locomotives.

You are hereby required to file with the Board within sixty days from the date of this Circular, a statement showing the number, class and weight of each locomotive on your line and whether or not equipped with dump ash pans to avoid the necessity of men going underneath the locomotive.

A. D. CARTWRIGHT,
Secretary, B.R.C.

Subsequently the matter came before the Board for consideration at a sitting held in Ottawa on Feb. 6, 1912, when the railway companies were represented by a counsel, and representatives appearing also for the International Brotherhood of Locomotive Engineers, and the Brotherhood of Locomotive Firemen and Enginemen. A considerable amount of evidence was taken, and the Board, after hearing all parties interested, reserved Judgment.

Subsequently on Feb. 17, 1912, the Board issued the following Order:

Order No. 15988.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

SATURDAY, the 17th day of February A.D., 1912.

IN THE MATTER OF the question of equipment of locomotive engines with pump ash pans or other appliance, to avoid the necessity of enginemen or others going underneath to clean the same.

File No. 4966.

HON. J. P. MABEE,
Chief Commissioner.

D'ARCY SCOTT,
Asst. Chief Commissioner.

JAMES MILLS,
Commissioner.

S. J. McLEAN,
Commissioner.

Upon the hearing of the matter at the sittings of the Board held in Ottawa, February 6, 1912, in the presence of Counsel for the Grand Trunk, the Canadian Pacific, and the Ottawa and New York Railway Companies, and the Michigan Central Railroad Company, the International Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen, being represented at the hearing, the evidence offered and what was alleged, and upon the recommendation of its Operating Officers—

IT IS ORDERED AS FOLLOWS:—

1. All Railway Companies subject to the jurisdiction of the Board, operating steam locomotives, shall, on or before the 31st day of December, 1913, equip such locomotive as may be in use, with ash pans that can be dumped or emptied without the necessity of any employee going under such locomotive except in cases of emergency.

2. After the said date it shall be unlawful for any such Railway Company to use any locomotive not equipped as above provided.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA

Examined and certified as a true copy under Section 23 of "The Railway Act."

A. D. CARTWRIGHT,
Sec'y of Board of Railway Commissioners for Canada.

OTTAWA, Feb. 19, 1912.

INSPECTION AND TESTING OF LOCOMOTIVE BOILERS.

The matter of the issuing of rules and instructions for the inspection and testing of locomotive boilers and their appurtenances has been under the consideration of the Board's Operating Department for some time, and the Board having given the matter much careful consideration in conjunction with the various reports of its Operating Officers, issued on July 14, 1911, the following General Order: —

3 GEORGE V., A. 1913

General Order No. 14115. File No. 16513.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

FRIDAY, the 14 day of JULY, A.D. 1911.

HON. J. P. MABEE,
Chief Commissioner,
D'ARCY SCOTT,
Asst. Chief Commissioner.
HON. M. E. BERNIER,
Deputy Chief Commissioner.
JAMES MILLS,
Commissioner.
S. J. McLEAN,
Commissioner.

In the Matter of the Rules and Instructions for the Inspection and Testing of Locomotive Boilers and their Appurtenances.

In Pursuance of the powers conferred upon the Board under Section 30 of the Railway Act, as amended by paragraph 2 of the Act passed at the present session of Parliament, assented to on the 19th day of May, 1911, and Section 264 of the Railway Act, and of all other powers possessed by the Board in that behalf; and upon the hearing of counsel and representatives for the railway companies, and the report of its operating officers.

It is ordered that the railway companies subject to the jurisdiction of the Board adopt and put into force, not later than the first day of January, 1912, the rules and instructions for the inspection and testing of locomotive boilers and their appurtenances following, namely:—

1. The railway company will be held responsible for the general design and construction of the locomotive boilers under its control. The safe working pressure for each locomotive boiler shall be fixed by the chief mechanical officer of the company or by a competent mechanical engineer under his supervision, after full consideration has been given to the general design, workmanship, age, and condition of the boiler.

2. The mechanical officer in charge at each point where boiler work is done will be held responsible for the inspection and repair of all locomotive boilers and their appurtenances under his jurisdiction. He must know that all defects disclosed by any inspection are properly repaired before the locomotive is returned to service.

3. The term inspector as used in these rules and instructions, unless otherwise specified, will be held to mean the railway company's inspector.

4. *Time of inspection.*—The interior of every boiler shall be thoroughly inspected before the boiler is put into service, and whenever a sufficient number of flues are removed to allow examination.

5. *Flues to be removed.*—All flues of boilers in service, except as otherwise provided, shall be removed at least once every three years, and a thorough examination shall be made of the entire interior of the boiler. After flues are taken out, the inside of the boiler must have the scale removed and be thoroughly cleaned. This period for the removal of flues may be extended upon application if an investigation shows that conditions warrant it.

6. *Method of inspection.*—The entire interior of the boiler must then be examined for cracks, pitting, grooving, or indications of overheating and for damage where mud has collected or heavy scale formed. The edges of the plates, all laps, seams and points where cracks and defects are likely to develop or which an exterior examination may have indicated, must be given an especially minute examination. It must be seen that braces and stays are taut, that pins are properly secured in place, and that each is in a condition to support its proportion of the load.

7. *Repairs.*—Any boiler developing cracks in the barrel shall be taken out of service at once, thoroughly repaired, and reported to be in satisfactory condition before it is returned to service.

8. *Lap joint seams.*—Every Boiler having lap joint longitudinal seams without reinforcing plates, shall be examined with special care to detect grooving or cracks at the edges of the seams.

9. *Fusible plugs.*—If boilers are equipped with fusible plugs they shall be removed and cleaned of scale at least once every month. Their removal must be noted on the report of inspection.

10. *Time of inspection.*—The exterior of every boiler shall be thoroughly inspected before the boiler is put into service and whenever the jacket and the lagging are removed.

11. *Lagging to be removed.*—The jacket and lagging shall be removed at least once every five years and a thorough inspection made of the entire exterior of the boiler. The jacket and lagging shall also be removed whenever, on account of any indication of leaks, the Board's inspector or the railway company's inspector considers it desirable or necessary.

12. *Time of testing.*—Every boiler, before being put into service and at least every twelve months thereafter, shall be subjected to hydrostatic pressure 25 per cent above the working steam pressure.

13. *Removal of dome cap.*—The dome cap and throttle stand pipe must be removed at the time of making the hydrostatic test and the interior surface and connections of the boiler examined as thoroughly as conditions will permit. In case the boiler can be entered and thoroughly inspected without removing the throttle standpipe, the inspector may make the inspection by removing the dome cap only; but the variation from the rule must be noted in the report of inspection.

14. *Witness of test.*—When the test is being made by the railway company's inspector, an authorized representative of the company, thoroughly familiar with boiler construction must personally witness the test and thoroughly examine the boiler while under hydrostatic pressure.

15. *Repairs and steam test.*—When all necessary repairs have been completed, the boiler shall be fired up and the steam pressure raised to not less than the allowed working pressure, and the boiler and appurtenances carefully examined. All cocks, valves, seams, bolts and rivets must be tight under this pressure and all defects disclosed must be repaired.

16. *Time of testing rigid bolts.*—All stay bolts shall be tested at least once each month. Stay bolts shall also be tested immediately after each hydrostatic test.

17. *Method of testing rigid bolts.*—The inspector must tap each bolt and determine the broken bolts from the sound or the vibration of the sheet. If stay bolt tests are made when the boiler is filled with water, there must be not less than fifty pounds pressure on the boiler. Should the boiler not be under pressure, the test may be made after draining all the water from the boiler, in which case the vibration of the sheet will indicate any unsoundness. The latter test is preferable.

18. *Method of testing the flexible stay bolts with caps.* All flexible stay bolts having caps over the outer ends shall have the caps removed at least once every eighteen months and also whenever the Board's inspector or the railway company's inspector considers the removal desirable in order to inspect the stay bolts thoroughly. The fire-box sheets should be carefully examined at least once a month to detect any bulging or indications of broken stay bolts.

19. *Method of testing flexible stay bolts without caps.*—Flexible stay bolts which do not have caps shall be tested once each month the same as rigid bolts, and in addition shall be tested once each eighteen months by means of a plug wrench and a bar, sufficient pressure being applied to determine if the bolt is broken.

20. *Broken stay bolts.*—No boiler shall be allowed to remain in service when there are two adjacent stay bolts broken or plugged in any part of the fire-box or combus-

tion chamber, nor when three or more are broken or plugged in a circle four feet in diameter, nor when five or more are broken or plugged in the entire boiler.

21. *Telltale holes.*—All stay bolts shorter than 8 inches, applied after January 1, 1912, except flexible bolts, shall have telltale holes three-sixteenths of an inch in diameter and not less than 1½ inches deep in the outer end. These holes must be kept open at all times.

22. All stay bolts shorter than 8 inches, except flexible bolts and rigid bolts which are behind frames and braces, shall be drilled when the locomotive is in the shop for heavy repairs and this work must be completed prior to July 1, 1914.

23. *Location of gauges.*—Every boiler shall have at least one steam gauge which will correctly indicate the working pressure. Care must be taken to locate the gauge so that it will be kept reasonably cool, and can be conveniently read by the enginemen.

24. *Siphon.*—Every gauge shall have a siphon of ample capacity to prevent steam entering the gauge. The pipe connection shall enter the boiler direct, and shall be maintained steam-tight between boiler and gauge.

25. *Time of testing.*—Steam gauges shall be tested at least once every three months and also when any irregularity is reported.

26. *Method of testing.*—Steam gauges shall be compared with an accurate test gauge or dead weight tester, and gauges found inaccurate shall be corrected before being put into service.

27. *Badge Plates.*—A metal badge plate showing the allowed steam pressure shall be attached to the boiler head in the cab. If the boiler head is lagged, the lagging and jacket shall be cut away so the plate can be seen.

28. *Boiler number.*—The builder's number of the boiler, if known, shall be stamped on the dome. If the builder's number of the boiler cannot be obtained an assigned number which shall be used in making out specification card shall be stamped on the dome.

29. *Safety valve.*—Every boiler shall be equipped with at least two safety valves, the capacity of which shall be sufficient to prevent, under any conditions of service, an accumulation of pressure more than 5 per cent above the allowed steam pressure.

30. *Setting of safety valves.*—Safety valves shall be set by the gauge used on the boiler to pop at pressures not exceeding six pounds above the allowed steam pressure; the gauge in all cases to be tested before the safety valves are set or any changes made in the setting. When safety valves are being set the water level in the boiler must not be above the highest gauge cock.

31. *Time of testing.*—Safety valves shall be tested under steam at least once every three months, and also when any irregularity is reported.

32. *Water glass and gauge cocks.*—Every boiler shall be equipped with at least one water glass and three gauge cocks. The lowest gauge cock and the lowest reading of the water glass shall be not less than three inches above the highest part of the crown-sheet. Boilers now in service with lowest gauge cock and lowest reading of the water glass less than 3 inches, shall be changed to 3 inches prior to January 1, 1915. Locomotives which are not now equipped with water glasses shall have them applied on or before July 1, 1912.

33. *Water glass valves.*—All water glasses shall be supplied with two valves or shut-off cocks, one at the upper and one at the lower connection of the boiler, and also a drain cock, so constructed and located that they can be easily opened and closed by hand.

34. *Time of cleaning.*—The spindles of all gauge cocks and water glass cocks shall be removed and cocks thoroughly cleaned of scale and sediment at least once each month.

35. All water glasses must be blown out and gauge cocks tested before each trip, and gauge cocks must be maintained in such condition that they can be easily opened and closed by hand without the aid of a wrench or other tool.

36. *Water and lubricator glass shields.*—All tubular water glasses and lubricator glasses must be equipped with a safe and suitable shield which will prevent the glass from flying in case of breakage, and such shield shall be properly maintained.

37. *Water glass lamps.*—All water glasses must be supplied with a suitable lamp properly located to enable the engineer to see easily the water in the glass.

38. Injectors must be kept in good condition, free from scale, and must be tested before each trip. Boiler checks, delivery pipes, feed water pipes, tank hose and tank valves must be kept in good condition, free from leaks and from foreign substances that would obstruct the flow of water.

39. Flue plugs must be provided with a hole through the centre not less than three-fourths of an inch in diameter. When one or more tubes are plugged at both ends, the plugs must be tied together by means of a rod not less than five-eighths of an inch in diameter. Flue plugs must be removed and flues repaired at the first point where such repairs can properly be made.

40. *Time of washing.*—All boilers shall be thoroughly washed as often as the water conditions require, but not less frequently than once each month. All boilers shall be considered as having been in continuous service between washouts, unless the dates of the days that the boiler was out of service are promptly certified on washout reports and the report of inspection.

41. *Plugs to be removed.*—When boilers are washed, all washout, arch and water bar plugs must be removed.

42. *Water tubes.*—Special attention must be given the arch and water bar tubes to see that they are free from scale and sediment.

43. *Office record.*—An accurate record of all locomotive boiler washouts shall be kept in the office of the railway company. The following information must be entered on the day that the boiler is washed.

(a) Number of locomotive.

(b) Date of washout.

(c) Signature of boiler washer or inspector.

(d) Statement that spindles of gauge cocks and water glass cocks were removed and cocks cleaned.

(e) Signature of the boiler inspector or the employee who removed the spindles and cleaned the cocks.

44. *Leaks under lagging.*—If a serious leak develops under the lagging, an examination must be made and the leak located. If the leak is found to be due to a crack in the shell or to any other defect which may reduce safety, the boiler must be taken out of service at once, thoroughly repaired, and reported to be in satisfactory condition before it is returned to service.

45. *Leaks in front of enginemen.*—All steam valves, cocks, and joints, studs, bolts, and seams shall be kept in such repair that they will not omit steam in front of the enginemen so as to obscure their vision.

46. *Report of inspection.*—Not less than once each month and within fifteen days after each inspection, a report of inspection, Form No. 1, size 6 by 9 inches, shall be filed with the Chief Operating Officer of the Board for each locomotive used by a railway company, and a copy shall be filed in the office of the chief mechanical officer having charge of the locomotive.

47. A copy of the monthly inspection report, Form No. 1, of the schedule hereto, a quarterly inspection card, Form No. 2 of the schedule hereto, properly filled out, shall be placed under glass in a conspicuous place in the cab of the locomotive before the boiler inspected is put into service.

48. Not less than once each year and within ten days after hydrostatic and other required tests have been completed, a report of such tests showing general conditions of the boiler and repairs made shall be submitted on Form No. 3 of the schedule hereto, size 6 by 9 inches, and filed with the Chief Operating Officer of the Board,

and a copy shall be filed in the office of the chief mechanical officer having charge of the locomotive. The monthly report will not be required for the month in which this report is filed.

49. *Specification card.*—A specification card, size 8 by 10½ inches, Form No. 4 of the schedule hereto, containing the results of the calculations made in determining the working pressure and other necessary data, shall be filed in the office of the Chief Operating Officer of the Board for each locomotive boiler. A copy shall be filed in the office of the chief mechanical officer having charge of the locomotive. Every specification card shall be verified by the engineer making the calculations, and shall be approved by the chief mechanical officer. These specification cards shall be filed as promptly as thorough examination and accurate calculation will permit. Where accurate drawings of boilers are available, the data for specification card said Form No. 4, may be taken from the drawings, and such specification cards must be completed and forwarded prior to July 1, 1912. Where accurate drawings are not available, the required data must be obtained at the first opportunity when general repairs are made or when flues are removed. Specification cards must be forwarded within one month after examination has been made, and all examinations must be completed and specification cards filed prior to July 1, 1915, flues being removed, if necessary, to enable the examination to be made before this date.

50. In the case of an accident resulting from failure, from any cause, of a locomotive boiler, or any of its appurtenances, resulting in serious injury, or death to one or more persons, the carrier owning or operating such locomotive, shall immediately transmit by wire to the Chief Operating Officer of the Board, at his office in Ottawa, Ontario, a report of such accident, stating the nature of the accident, the place at which it occurred, and where the locomotive may be inspected, which wire shall immediately be confirmed by mail, giving a full detailed report of such accident, stating, so far as may be known, the causes, and giving a complete list of the killed or injured.

51. Every railway company violating the provisions of this order shall be liable to a penalty of $100 for each and every such violation.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

MONTHLY LOCOMOTIVE BOILER AND INSPECTION REPAIR REPORT.

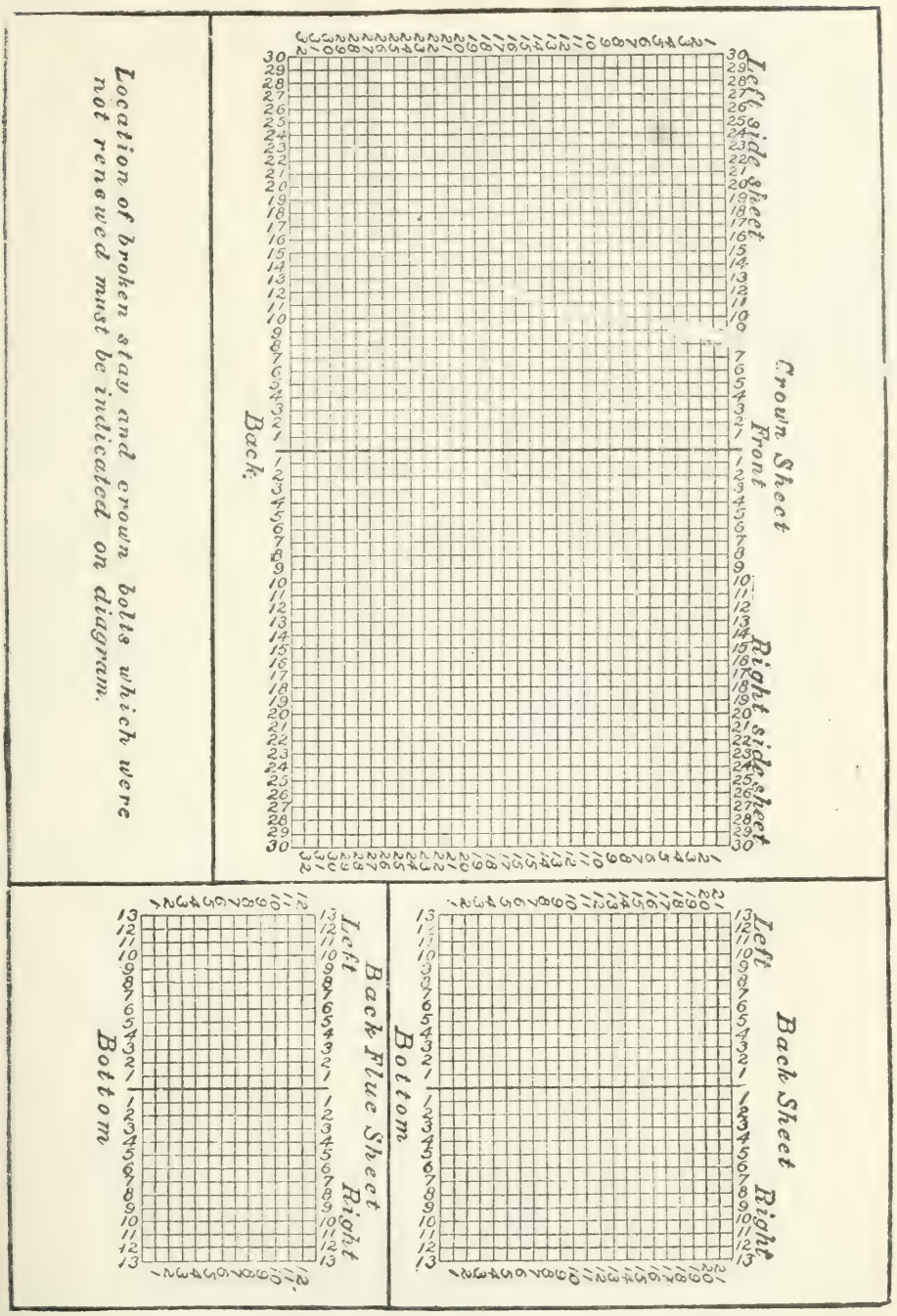
Boiler Form No. 1.

Month of.....191 .

Locomotive { Number.....
Initial.....

.....Company.

In accordance with the Order of the Board and the rules and the instructions issued in pursuance thereof, I hereby certify that on....., 191..., at....., I inspected the boiler of Locomotive No..... and the appurtenances thereof, operated by the ..... Company; that all defects disclosed by said inspection have been repaired, except as noted on the back of this report; that to the best of my knowledge and belief said boiler and appurtenances thereof are in proper condition for use, and safe to operate with a steam pressure of ..... pounds per square inch.


Left side sheet
Crown Sheet
Front
Back
Right side sheet
Back Sheet
Left
Right
Bottom
Back Flue Sheet
Left
Right
Bottom
Location of broken stay and crown bolts which were not renewed must be indicated on diagram.

1. Safety valves set at.....lbs.....lbs.....lbs., on.....191 .
2. Steam gauges tested and left in good condition on.....191 .
3. Was boiler washed and gauge cock and water glass cock spindles removed and cocks cleaned? .....
4. Were both injectors tested and left in good condition? .....
5. Were all steam leaks repaired? .....
6. Condition of flues and fire-box sheets.....
7. Condition of stay bolts and crown stays.....
8. Number of crown and stay bolts renewed.....
9. Condition of arch or water bar tubes, if used.....
10. Date of previous hydrostatic test.....191 .

..... *Inspector.*

Province of.....
County of.....

I hereby certify that to the best of my knowledge and belief the above report is correct.

.....*Officer in Charge.*

Boiler Form No. 2.

QUARTERLY INSPECTION CARD FOR LOCOMOTIVE CAB.

.....

(Name of railroad).

I hereby certify that the boiler and appurtenances of locomotive No..... operated by the above railway company, were inspected on.....191 , as required by order of the Board.

Safety valves and steam gauges were tested on.....191 .

Last hydrostatic test was made.....191 .

.....

.....

Inspector.

NOTE.—This card must be renewed within three months from date of above inspection.

Boiler Form No. 3.

ANNUAL LOCOMOTIVE BOILER INSPECTION AND REPAIR REPORT.

.....Company.....

Locomotive. { Number..... Initial.....

In accordance with the Order of the Board and the rules and instructions issued in pursuance thereof, I hereby certify that on....., 191..., at....., I inspected the boiler of Locomotive No..... and the appurtenances thereof, operated by the ..... Company; that all defects disclosed by said inspection have been repaired, except as noted on the back of this report; that to the best of my knowledge and belief said boiler and appurtenances thereof are in proper condition for use, and safe to operate with a steam pressure of ..... pounds per square inch.

SESSIONAL PAPER No. 20c

1. Date of previous hydrostatic test.....191 .
2. Date of previous removal of flues.....191 .
3. Date of previous removal of lagging from barrel.....191 .
4. Date of previous removal of caps from flexible stay bolts.....191 .
5. Were all flues removed? .....
6. Number of flues removed.....
7. Was all lagging on fire-box removed? .....
8. Was all lagging on barrel removed? .....
9. Were caps removed from all flexible stay bolts? .....
10. Were dome cap and throttle standpipe removed?.....
11. Hydrostatic test pressure of.....pounds was applied.
12. Were both injectors tested and left in good condition? .....
13. Were steam gauges tested and left in good condition? .....
14. Safety valves set to pop at.....pounds.....pounds.....pounds.
15. Was boiler washed; water glass cocks and gauge cocks cleaned? .....
16. Were all steam leaks repaired? .....
17. Number of broken stays and stay bolts renewed.....
18. Condition of exterior of barrel.....
19. Condition of interior of barrel.....
20. Condition of fire-box sheets and flues.....
21. Condition of arch tubes.....
22. Condition of water-bar tubes.....
23. Condition of cross stays.....
24. Condition of throat stays.....
25. Condition of sling stays.....
26. Condition of crown bars, braces and bolts.....
27. Condition of dome braces.....
28. Condition of back head braces.....
29. Condition of front flue sheet braces.....

I hereby certify that to the best of my knowledge and belief the above report is correct.

County of .....
Province of.....

. . . . . *Inspector.*

. . . . . *Officer in Charge.*

Boiler Form 4.

SPECIFICATION CARD FOR LOCOMOTIVE No. ..

Owned by.....Railway Company.

Operated by.....Railway Company.

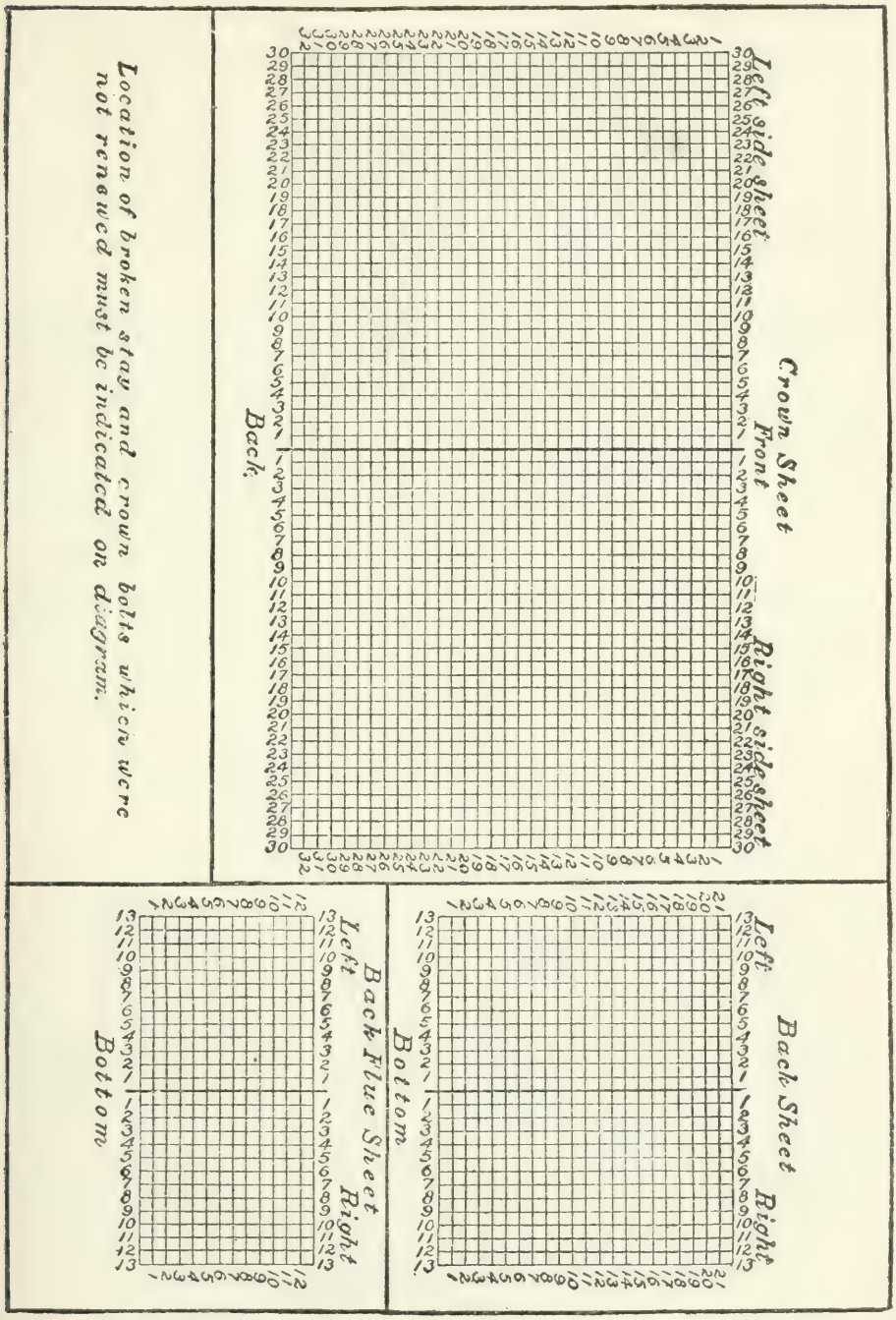
Builder.. .. ..
Builder's No. of boiler.. .. ..
When built.. .. ..
Where built.. .. ..
Type of boiler.. .. ..
Material of boiler-shell sheets.. .. ..
Material of rivets.. .. ..
Dome, where located.. .. ..
Grate area in square feet.. .. ..
Height of lowest reading of gauge glass above crown sheet.. .. ..
Height of lowest gauge cock above crown sheet.. .. ..
Water-bar tubes, O. diam.. .. ..
.. ..thickness.. .. ..
Arch tubes, O. diam.. .. ..
thickness.. .. ..
Fire tubes, number.. .. ..
Fire tubes, O. diam.. .. ..
length.. .. ..
Safety valves—

No.	Size.	Make.	Style.
.. ..			
.. ..			
.. ..			

Fire-box stay bolts, O. diam.. .. ..
.. ..spaced.. .. .. ..X.. .. .. ..
.. ..
Combustion-chamber stay bolts, O. diam.. .. ..
Combustion-chamber stay bolts.. .. ..
spaced.. .. .. ..X.. .. ..
Crown stays, O. diam.. .. ..top.. .. ..
.. ..bottom.. .. ..
Crown stays, spaced.. .. .. ..X.. .. .. ..
Crown-bar rivets, O. diam.. .. ..
top.. .. ..bottom.. .. ..
Crown-bar rivets, spaced... ...X.... ...
Water space at fire-box ring, sides.. .. ..back.. .. ..front.. .. .. ..
Width of water space at side of fire-box measured at centre line of boiler, front.. .. ..back.. .. ..
Shell sheets—
Front tube.. .. ..thick.. .. ..
1st course.. .. .. ..thick.. .. .. ..1 diam.
2nd course.. .. .. ..thick.. .. .. ..1 diam.
3rd course.. .. .. ..thick.. .. .. ..1 diam.
MEMO: When courses are not cylindrical give inside diameter at each end.
Fire-box—
Thickness of sheets—
Tube.. .. ...crown... ...side... ...
Door.. .. ..
Combustion chamber.. .. ..
Inside throat (if tube sheet is in two pieces).. .. ..
External fire-box—
Thickness of sheets—
Throat... .. ..back head... .. ..
Roof... .. ..sides... .. ..
Dome, inside diam.. .. ..
Thickness of sheet.. .. ..
..base.. .. ..wait liner

Were you furnished with authentic records of the tests of material used in boiler?

.. ..


Crown Sheet
Front
Back.
Left side sheet
Right side sheet
Back Sheet
Left
Right
Bottom
Back Flue Sheet
Left
Right
Bottom
Location of broken stay and crown bolts which were not renewed must be indicated on diagram.

Make working sketch here, or attach drawings of longitudinal and circumferential seams used in shell of boiler, indicating on which courses used, and give calculated efficiency of weakest longitudinal seam.

The maximum stresses at the allowed working pressure were found by calculation to be as follows:—

Stay-bolts at root of thread.. .. .. .. lbs. per square inch.

Stay-bolts at reduced section.. .. .. per square inch.

Crown stays or crown bar rivets at root of thread or smallest section, top.. .. .. lbs. per square inch.

Crown stays or crown bar rivets at root of thread or smallest section, bottom. .. .. lbs. per square inch.. .. ..

Round and rectangular braces.. .. .. .. lbs. per square inch.

Gusset braces.....lbs. per square inch.... .. ..

Shearing stress on rivets .. ..lbs. per square inch.. .. ..

Also in connection with General Order, the Board on February 12th, 1912, issued the following order:—

Order No. 15947.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

MONDAY, the 12th day of February, 1912.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN PURSUANCE OF the powers conferred upon it, and for the further carrying out of the Order of the Board No. 14115 *re* Rules and Regulations for the inspection of locomotive boilers. File 16513, Part III.

IT IS HEREBY ORDERED that all railway companies under the jurisdiction of the Board file with the Chief Operating Officer of the Board, within thirty days from this date, a list showing the numbers of all locomotives owned or leased by them; and also file from time to time with the Chief Operating Officer of the Board, a list giving the numbers of all additional locomotives that may be purchased, built, or leased by the said railway companies.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Examined and certified as a true copy under Section 23 of "The Railway Act."

A. D. CARTWRIGHT,
Secretary of Board of Railway Commissioners for Canada.

OTTAWA, February 15, 1912.

The information asked for by this Order not having been furnished within the time prescribed by this Order, under the Board's authority on March 26th, 1912, was issued the following circular letter directed to all Railway Companies subject to its jurisdiction:

MARCH, 26, 1912.

DEAR SIR,—I desire to call your attention to the fact that the officials in charge of your Mechanical Department are not complying with Order of the Board No. 14115 dated July 14, 1911, *re* the inspection of locomotive boilers.

Will you kindly advise promptly as to the cause of delay in sending in these reports.

Also say what steps you are taking to have reports called for sent in promptly in future.

Yours truly,

(Sgd.) A. J. NIXON,
Chief Operating Officer.

It is to be hoped that the information asked for will be furnished promptly without delay.

STANDARD PIPE CROSSINGS.

In order to facilitate the laying and maintaining of water pipes or other pipes under railways, the Board, upon the report of its Chief Engineer, issued on April 19, 1911, the following General Orders:

Order No. 13494. APRIL 19, 1911.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

RULES FOR PIPES CROSSING RAILWAYS.

Standard Regulations Regarding Pipe Crossings under Railways. Approved by Order of the Board No. 13494. Dated 19th April, 1911.

Sewer Pipes:—

1. Sewers under railway tracks shall be constructed of hard brick laid in cement mortar, or standard glazed tile pipe, or such other material as may from time to time be prescribed by the Board. If standard glazed pipe is used, the joints must be properly fastened with cement mortar, and the pipe under every track and for a distance of 4 feet on the outer sides thereof be imbedded in concrete, *four inches thick*, beneath and all around the said pipe.

The top of the sewer (brick or pipe) shall, wherever possible, be below the frost line and not less than 4 feet below base of rail. Where this cannot be done without causing a sag in the sewer, precaution must be taken to strengthen and protect the sewer.

Water Pipes:—

2. Every water pipe underneath a railway track shall be of the Canadian Society of Civil Engineers' Standard, properly fastened at the joints; and the top of the pipe shall be below the frost line and not less than 4 feet below base of rail.

Pipes or Manufactured Gas.—

3. Every pipe for conveying manufactured gas under a railway track shall be the standard gas pipe, properly fastened at the joints; and the top of the pipe shall be below the frost line and not less than 4 feet below base of rail.

Pipes for Oil and Natural Gas.—

4. Every pipe for conveying oil or natural gas under a railway track shall be of steel or cast iron, or such other material as may from time to time be prescribed by the Board, tested to a pressure of 1,000 lbs. to the square inch if the gas pipe or main be a high pressure line, and 300 lbs. to the square inch if the said gas pipe or main be a low-pressure line; and the said oil or natural gas pipe shall be encased within another pipe of sufficient size and strength to protect it properly; the top of the encasing pipe to be below the frost line and not less than 4 feet below base of rail.

5. All work in connection with the laying, maintaining, renewing and repairing of the said pipe and the continued supervision of the same shall be performed by, and all costs and expenses thereby incurred be borne and paid by the applicant; but no work at any time shall be done in such a manner as to obstruct, delay, or in any way interfere with the operation of any of the trains or traffic of the railway company or other company using the said railway.

6. The applicant shall at all times maintain the said pipe in good working order and condition, and so that at no time shall any damage be caused to the property of the railway company, or any of its tracks be obstructed, or the usefulness or safety of the same for railway purposes be impaired, or the full use and enjoyment thereof as heretofore by the railway company or other company using the said railway, be in any way interfered with.

7. Before any work of laying, renewing, or repairing the said pipe is begun, the applicant shall give to the local superintendent of the railway company at least forty-eight hours' prior notice thereof in writing, so as to enable the railway company to appoint an inspector to see that the work is performed in such a manner as shall, in all respects, comply with these regulations. The wages of such inspector, which shall not exceed $3 per day, to be paid by the applicant, except in the case of a municipal corporation desiring to lay a pipe under the railway on a highway which is senior to the railway. In such case the railway company shall pay its own inspector.

8. The applicant shall assume and be responsible for all risk of accident, loss, injury or damage of every nature whatsoever which may happen or be in any way caused by reason of the negligence of the applicant, its servants or agents, in connection with the laying, maintenance, renewal, or repair of the said pipe or the use thereof, or by any failure on the part of the applicant, or its servants or agents, to observe at all times and perform fully and in all respects the terms and conditions of these regulations.

9. If any dispute arises between the applicant and the railway company as to the terms and conditions of these regulations, or as to the manner in which the said pipe is being laid, maintained, renewed, or repaired, the same shall be referred to an Engineer of the Board, whose decision shall be final and binding on all the parties.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

General Order No. 13494.

WEDNESDAY, the 19th day of APRIL, A.D. 1911.

IN THE MATTER OF Section 250 of the Railway Act for the carrying of pipes under the tracks of railway companies under the jurisdiction and subject to the control of the Board.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. McLEAN, *Commissioner.*

File No. 9473.

In pursuance of the powers vested in it under Sections 20 and 250 of the Railway Act, and of all other powers possessed by the Board in that behalf—

Upon the report and recommendation of the Chief Engineer of the Board—

IT IS ORDERED:

1. That the conditions and specifications set forth in the schedule hereunto annexed, under the heading "Standard Regulations regarding Pipe Crossings under Railways," be, and they are hereby, adopted and confirmed as the conditions and specifications applicable to the placing or maintaining of (*a*) sewer pipes, (*b*) water pipes, (*c*) pipes for manufactured gas, or (*d*) pipes for oil and natural gas under all railways subject to the jurisdiction of the Board.

2. That any Order of the Board granting leave to place or maintain any off-pipes under the railway and referring to "Standard Regulations regarding Pipe Crossings under Railways," be deemed as intended to be a reference to the conditions and specifications set out in the said schedule.

3. That every Order of the Board granting leave to place or maintain any pipe or pipes across any railway subject to the jurisdiction of the Board, be, unless otherwise expressed, deemed to be an Order for leave to place or maintain the same under and according to the said conditions and specifications, which conditions and specifications shall be considered as embodied in any such Order without specific reference thereto, subject, however, to such change or variation therein or thereto as shall be expressed in such Order.

J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

In addition to the above Order, the Board issued, on May 26th, 1911, a further General Order, as follows:—

General Order No. 13731.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

FRIDAY, the 26th day of MAY, AD., 1911.

In the matter of section 250 of the Railway Act, and the laying and maintaining of water pipes or other pipes under railways.

File 9473.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

Whereas, for the purpose of dispensing with the necessity of an Order of the Board where water pipes or other pipes are laid under railways, the said Section 250 of the Railway Act was amended by Section 8 of the Act to amend the Railway Act, assented to May 19th, 1911, by adding thereto the following subsection:—

"4. An Order of the Board shall not be required in the cases in which water pipes or other pipes are to be laid or maintained under the railway, with the consent of the railway company, in accordance with the general regulations, plans or specifications adopted or approved by the Board for such purposes."

THEREFORE IT IS ORDERED that the Standard Regulations regarding Pipe Crossings under Railways, approved by Order of the Board No. 13494, dated April 19, 1911, be, and they are hereby adopted and approved pursuant to the said amendment.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

It will be noted that in accordance with this last mentioned Order it is not necessary for the parties to make a special application to the Board for an Order, thus facilitating the work of laying and maintaining pipes under railways that might be otherwise delayed.

STANDARD SPECIFICATIONS FOR WIRE CROSSINGS.

Section 4 of chapter 50 of the Statutes of Canada, 1910, having been repealed, and Section 7 of the Amending Act being substituted therefor, the Board issued the following general Order in connection therewith:

General Order No. 13732.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

FRIDAY, the 26th day of May A.D. 1911.

IN THE MATTER OF Section 246 of the Railway Act, and the erection and maintenance of wire crossings over railways;

AND IN THE MATTER OF the Order of the Board No. 10637, dated May 17, 1910. File 9690, Case 4704, Part 2.

Hon. J. P. MABEE, *Chief Commissioner.*

D'ARCY SCOTT, *Asst. Chief Commissioner.*

Hon. M. E. BERNIER, *Deputy Chief Commissioner.*

JAMES MILLS, *Commissioner.*

S. J. MCLEAN, *Commissioner.*

WHEREAS, by Section 7 of the Act to amend the Railway Act, assented to May 19, 1911, Section 4 of Chapter 50 of the Statutes of 1910, is repealed, and the following is enacted as subsection 5 of Section 246 of the principal Act:—

"5. An Order of the Board shall not be required in cases in which wires or other conductors for the transmission of electrical energy are to be erected or maintained over or under a railway, or over or under wires or other conductors for the transmission of electrical energy with the consent of the railway company or the company owning or controlling such last mentioned wires or conductors, in accordance with any general regulations, plans or specifications adopted or approved by the Board for such purposes."

THEREFORE IT IS ORDERED that the "Standard Conditions and Specifications for Wire Crossings," approved by Order of the Board No. 8392, dated October 7, 1909, be, and they are hereby, adopted and approved pursuant to the said amendment.

AND IT IS FURTHER ORDERED that the said Order of the Board No. 10637, dated the 17th day of May, 1910, be, it is hereby, rescinded.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners of Canada.

A copy of this Order was printed and mailed to all railway companies subject to the Board's jurisdiction, as well as to other interested parties.

GENERAL TRAIN AND INTERLOCKING RULES.

Application having been made to the Board by the Grand Trunk and Canadian Pacific Railway Companies, under the Railway Act, for an amending of the General Train and Interlocking rules, approved by the Board by Order No. 7563, the Board upon the report and recommendation of its Chief Operating Officer, issued on July 20, 1911, the following Order amending said Order No. 7563:

Order No. 14271.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

THURSDAY, the 20th day of July A.D. 1911.

IN THE MATTER OF the joint application of the Grand Trunk and Canadian Pacific Railway Companies, under Sections 29, 30, 268 and 269 and such other sections of the Railway Act as may be applicable for an amendment to the General Train and Interlocking rules approved by the Board by Order No. 7563, dated July 12, 1909. File 4135.15.

Hon. J. P. MABEE, *Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

UPON reading what is alleged in support of the application, and upon the report and recommendation of the Chief Operating Officer of the Board—

IT IS ORDERED that the said General Train and Interlocking Rules be, and they are hereby, amended by cancelling the rules following, marked "Rules to be Cancelled," and substituting therefor the following provisions, marked "New Rules to be Substituted":—

Rules to be Cancelled.	*New Rules to be Substituted.*
Home Block Signal and Station Protection Signal, and Train Order Signal.	
A semaphore arm 60 degrees from the horizontal or a disc withdrawn indicates "Proceed." When this position at night a green light is displayed.	A semaphore arm 60 degrees below or 90 degrees above the horizontal, or a disc withdrawn indicates "Proceed." When this position at night a green light is displayed.
Distant Block Signal.	
A semaphore arm standing horizontal or a disc displayed indicates, "Proceed with caution, prepared to stop at the Home Signal." When this position at night a yellow light is displayed.	A semaphore arm standing 45 degrees above horizontal or a disc displayed indicates, "Proceed prepared to stop at next signal." When in this position at night a yellow light is displayed.
A semaphore arm 60 degrees from the horizontal or a disc withdrawn indicates. "Proceed." When in this position at night a green light is displayed.	A semaphore arm 60 degrees below or 90 degrees above the horizontal or a disc withdrawn indicates, "Proceed." When in this position at night a green light is displayed.
Interlocking Signals—Home Signal.	
A semaphore arm 60 degrees from the horizontal indicates, "Proceed." When in this position at night a green light is displayed.	A semaphore arm 60 degrees below or 90 degrees above the horizontal indicates, "Proceed." When in this position at night a green light is displayed.
Interlocking Signals—Distant Signal.	
A semaphore arm standing horizontal indicates, "Proceed with caution, prepared to stop at the home signal." When in this position at night a yellow light is displayed.	A semaphore arm standing 45 degrees above horizontal indicates, "Proceed prepared to stop at next signal." When in this position at night a yellow light is displayed.
A semaphore arm 60 degrees from the horizontal indicates, "Proceed." When in this position at night a green light is displayed.	A semaphore arm 60 degrees below or 90 degrees above the horizontal indicates "Proceed." When in this position at night a green light is displayed.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

SESSIONAL PAPER No. 20c

LIMITING THE HEIGHT OF FREIGHT CARS.

It having been suggested to the Board by the Canadian Pacific Railway Company that the question of limiting the height of freight cars be considered, and that an opportunity be given the Railway Company of discussing the matter at a hearing before the Board, the Board on March 15th, issued the following circular:

A. D. CARTWRIGHT,
Secretary.

OFFICE OF THE SECRETARY,
OTTAWA.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA,

OTTAWA, March 15, 1911.

File 16932, Limiting the Height of Freight Cars.

DEAR SIR,—I have been directed to inform you that at operating sittings of the Board to be held at Ottawa, Tuesday, April 4, commencing at 10.00 o'clock in the forenoon the Board will take up and consider the question of limiting the height of freight cars and an opportunity will be given Railway Companies under its jurisdiction to discuss the subject fully.

Yours truly,

A. D. CARTWRIGHT,
Secretary.

The matter accordingly came up for discussion at the said sittings of the Board on April 4, in the presence of the Counsel for the railway companies interested, when judgment was reserved. Subsequently the judgment of the Board was delivered by Assistant Chief Commissioner Scott, under date of January 3, 1912, which judgment was as follows:

LIMITATION OF THE HEIGHT OF CARS.

File 16932.

HEARD AT OTTAWA, April 4, 1911.

The Assistant Chief Commissioner:

At the suggestion of the Canadian Pacific Railway Company, the Board at its sittings in April last took up with the railway companies under its jurisdiction the question of the advisability of limiting the height of cars on railways in Canada.

At present there are no Canadian cars of a greater height than thirteen feet six inches from the top of the rail to the running board; but, according to the information supplied by the Grand Trunk Railway Company there are twenty-eight thousand nine hundred and sixty-three (28,963) freight cars in the United States, the height of which exceeds thirteen feet six inches. Some of these cars are over fifteen feet in height.

There is no general limitation of the height of freight cars in the United States.

Under section 256, subsection 3, of the Railway Act, except by leave of the Board, the space between the rail level and the lowest portion of any structure over the tracks shall be twenty-two feet six inches for all structures constructed after the first of Febuary, 1904.

If freight cars on Canadian railways were limited, to a height of thirteen feet six inches, the provisions of the section of the Act just mentioned could be modified so that a reduction of at least two feet in the height of structures over railway tracks could be made. This would mean a tremendous saving in the cost of bridges carrying highways over railways, and would assist in the Board's policy for the abolition of grade crossings wherever practicable.

Another great advantage which the standardization of the height of freight cars would insure, would be the establishment of a practically level traindeck for the railway employees to walk upon when operating freight trains. Also from a traffic point of view, if the height of freight cars was standardized, a carload minimum on the basis of cubical capacity, instead of car length as at present followed might be more easily arranged. This, I think, would prove a more equitable basis and would be beneficial for at least shippers of bulky freight.

Bearing these advantages in mind, I would like to see the height of freight cars limited as suggested; but, it can best be done by agreement between the railway companies themselves; and until some such arrangement is made, I do not think any action should be taken by the Board.

There are a large number of United States freight cars in use in Canada. Of the twenty-eight thousand nine hundred and sixty-three cars that are over thirteen feet six inches in height, six thousand eight hundred and twenty-two moved over the rails of the Grand Trunk Railway in 1910. The Michigan Central and other roads haul a great number of United States cars through Canada.

While there is no general limitation of the height of cars in the United States, it would be very detrimental to the interests of our Canadian railways to limit the height of cars in Canada. United States traffic which now moves through Canada from eastern to western points, and vice versa, might be diverted to railways south of the border line causing loss of revenue to Canadian roads.

I therefore think that the railway companies interested should be informed that it is not the intention of the Board to issue any order in this matter.

OTTAWA, January 3, 1912. "D'A. S." "I agree."
J. P. M.
J. M.
S. J. McL.

Equipment of Snow Plough with Automatic Coupler.

This matter came first before the Board's Operating Department for consideration in connection with an accident which happened at the City of Winnipeg in the month of January, 1909, whereby a yardman was slightly injured, the cause of the accident being apparently due to the lack of an automatic coupler on the front end of the snow plough. In July a circular letter was sent to all railway companies subject to the Board's jurisdiction, asking them to show cause why a General Order should not issue requiring all snow ploughs to be equipped with automatic couplers, and the matter was set down for hearing at the sittings of the Board in September, 1909, but no formal Order was made. Subsequently in August, 1911, the Board received information that there were a number of snow ploughs on the different railway systems that were not yet equipped with automatic couplers on front and rear, and on the 6th Sept. the Board sent out the following circular:

A. D. CARTWRIGHT, *Secretary.* OFFICE OF THE SECRETARY, OTTAWA.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Circular No. 67. OTTAWA, Sept. 6, 1911.

File 9524. Equipment of Snow Ploughs with Automatic Coupler.

I am directed to ask that you furnish me within the next 60 days, a statement showing the number of snow ploughs your Company have equipped with Automatic Coupler on the front end, and the number that are not so equipped, or that are equipped with the old fashioned bar.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

As a result of this Circular, the information called for has been furnished to the Board, and the Board's Operating Department now has charge of the matter with a view to seeing that in future the snow ploughs are equipped as required by the said Circular.

FENDERS AND WHEEL GUARDS ON ELECTRIC RAILWAY EQUIPMENT.

In connection with the matter of fenders for use on electric railways subject to the Board's jurisdiction, the Board on the 20th December, 1911, sent out the following Circular:

A. D. CARTWRIGHT,
Secretary.

OFFICE OF THE SECRETARY,
OTTAWA.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA,

OTTAWA, December 20, 1911.

Circular No. 73.

Fenders and Wheel Guards on Electric Railway Equipment.

I am directed to ask that all electric railways subject to the Board's jurisdiction file, within sixty days from the date of this circular, plans showing the system of fenders or wheel guards in use on their equipment.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

As a result of the Circular a number of replies were received from the various electric railway companies, and on the 12th February, 1911, the Board sent out the following additional Circular directing that the matter be set down for consideration at a formal sitting of the Board.

A. D. CARTWRIGHT,
Secretary.

OFFICE OF THE SECRETARY,
OTTAWA.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA,

February 12, 1912.

Circular No. 79.

File 18937. Fenders and Wheel Guards on Electric Railway Equipment.

I am directed by the Board to advise you that at the sittings to be held in Ottawa on Tuesday, March 5, 1912, at ten o'clock in the forenoon, the Board will consider the matter of requiring all electric railway companies subject to its jurisdiction to equip their cars with automatic fenders and with wheel guards.

A. D. CARTWRIGHT,
Secretary, B.R.C.

Before, however, the sittings was reached a further Circular was sent out cancelling the date for the hearing and directing the railway companies to file with the Board blue print plans of all fenders, pilots, &c., used on their electric cars or motors. As soon as this information is received, the matter will be dealt with by the Board at a formal sittings at a date to be fixed.

TRANSFER OF UNPREPAID JOINT FREIGHT TRAFFIC.

This is a matter which arose out of a specific complaint made to the Board in connection with the dispute as to advanced freights paid to other railway companies, the complainants claiming that when the railway company brought a freight bill showing advances by other connecting roads that the company should produce a voucher showing how the amount was made up. As a result of the complaint the Board on the 11th November, 1911, issued the following Circular:

A. D. CARTWRIGHT,
Secretary.

OFFICE OF THE SECRETARY,
OTTAWA.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA,

OTTAWA, November 11, 1911.

Circular No. 71.
File 18,596.

DEAR SIR,—

At the sittings of the Board to be held at Ottawa on Tuesday, November 21, the Board will require railway companies to show cause why a regulation should not be made that in transferring to a second carrier unprepaid joint freight traffic they should show that carrier how their charges are made up, the second, or delivery, carrier to show the information in its advice note to the consignee.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

The matter came before the Board for consideration at a sittings held in Ottawa on the 19th December, but the Board after hearing the railway companies, decided that it would not be possible for it to make any general direction dealing with the matter.

DRAW BRIDGES.

On the 12th October, 1911, the Board issued the following Circular dealing with the matter of draw bridges:

A. D. CARTWRIGHT,
Secretary.

OFFICE OF THE SECRETARY,
OTTAWA.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, October 12, 1911.

Circular No. 69.

RE DRAW BRIDGES.

DEAR SIR,—I am directed to ask that you file with the Board within thirty days from the date of this Circular a list showing the location of all draw bridges on your line of railway and the manner of protection provided for such draw bridges.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

Replies having been received to the Circular from the various railway companies interested, the matter is now engaging the attention of the Operating Department of the Board.

SESSIONAL PAPER No. 20c

AUTOMATIC SIGNALLING AND INTERLOCKING.

The question of automatic signalling and interlocking came before the Board for consideration at a sittings held in Ottawa on the 2nd May, 1911, and after considerable discussion was referred to the Board's Chief Engineer, Mr. G. A. Mountain, its Chief Operating Officer, Mr. A. J. Nixon, and its Electrical Engineer, Mr. John Murphy, to investigate the local conditions and collect data bearing on the subject. It was arranged that the railway companies should appoint a committee to assist the Board's Officers in their investigation, and that a copy of the report or reports of the Board's Officers should be sent to all railway companies interested. After this was done the matter should again come before the Board.

On the 25th September, 1911, the following Circular was issued and sent to the interested parties:

A. D. CARTWRIGHT,
Secretary.

OFFICE OF THE SECRETARY,
OTTAWA.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, September 25, 1911.

Circular No. 68.

Automatic Signalling and Interlocking.

DEAR SIR,—A committee composed of the Chief Engineer, the Chief Operating Officer, and Electrical Engineer of the Board recently held a meeting in connection with the question of automatic signalling and interlocking and I am directed to ask if it is your desire to send individual committees to meet the Board on this question, or whether the different railway companies will form a joint committee to meet the committee of the Board's Officers.

As the Board wishes to have this matter gone into promptly, I would request that you let me have an early reply.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

Subsequently the committee held its first regular meeting on the 5th Dec., 1911. At this meeting the Canadian Pacific Railway Company stated through its representatives that a certain amount of automatic signalling was intended to be installed on the Company's lines during the year 1912, and the Grand Trunk Railway Company through its representatives also made a statement that they proposed to install automatic signalling on portions of their lines, and the Board has asked the Companies to submit their plans for the approval of its committee. Upon this being done the matter will receive further consideration.

Equipment of freight vans.

The question of the equipment of freight vans with coupler operating levers and the cupolas of cabooses with air gauge and air controlling valves in connection with Order No. 8145 dated September 14, 1909, is pending, being the subject of further investigation and consideration at the hands of the Operating Department of the Board.

The Operating Department having reported to the Board that several accidents had occurred on railways subject to the Board's jurisdiction, by reason of trains parting and the rear end running into the front portion of such trains, the Board on the 18th January, 1912, issued the following circular:

January 18, 1912.

Circular No. 78.

File 9000, *Case* 4294, *Equipment of freight vans with coupler operating levers and the cupolas of cabooses with air gauge and air controlling valves, Order No.* 8145, *dated* 14*th September,* 1909.

You are hereby notified that the Board will, at its operating sittings at Ottawa, Tuesday, February 6, 1912, consider the amending of said Order No. 8145 as follows:

"AND IT IS FURTHER ORDERED that every such railway company shall not run any train which is not equipped with air brake connection between the conductor's van, or van on rear end of train, and the locomotive engineer. Where cars are handled in trains which are not equipped with air brakes but fitted with straight air pipe, no two such cars shall be placed together in any part of the train.

"AND IT IS FURTHER ORDERED that every such railway company shall be liable to a penality, of a sum not exceeding twenty five dollars, for every failure to comply with the foregoing regulations within the time for their coming into force and thereafter."

A. D. CARTWRIGHT,
Secretary, B.R.C.

At the meeting held on the 6th February, referred to in the Circular, the Board decided not to take any further action in the matter for the present.

EXAMINATION PAPERS FOR RAILWAY EMPLOYEES.

This matter has been under consideration of the Board Operating Department and on the 23rd of February, 1912, the Board in this connection issued the following circular:

FEBRUARY 23, 1912.

Circular No. 83.

File 1750-17, Examination Papers for Railway Employees.

I am directed by the Board to call the attention of your Company to the fact that it has not complied with Subsection E of Section 6 of Order of the Board No. 12225, dated November 9, 1910, as follows:

"Railway Companies shall (within ninety days from the date of this Order) file with the Board a copy of each examination paper for the examinations herein required to be passed by the employees of such railway company."

Your Company is therefore directed to comply with the requirements of said Subsection E and file at once with the Board a copy of examination popers referred to.

A. D. CARTWRIGHT,
Secretary, B.R.C.

When replies have been received in accordance with this circular the matter will again come before the Board for consideration.

Telegraph Tolls.

This matter came before the Board for consideration in connection with an application of the Winnipeg Board of Trade and the Winnipeg Grain Exchange in regard to Telegraph Tolls charged by Telegraph Companies operating in and out of the City of Winnipeg.

After several sittings it was decided that owing to the general nature of the complaint the Dominion Government should be asked to appoint Counsel in the matter as was done in the case of the Telephone investigation and in March, 1911, Mr. Pitblado, K.C., of Winnipeg and Mr. W. S. Buell, Barrister of Brockville, were retained by the Department of Justice in connection with this inquiry, and on the 27th of April, 1911, the investigation was proceeded with in the presence of Counsel for all parties interested and after the taking of considerable evidence the hearing was adjourned *sine die* to enable the companies to furnish certain figures and information to the Government Counsel.

The next sittings of the Board in this connection was held in Ottawa on the 8th of January, 1912, and the matter now stands for a further hearing at a date to be fixed.

Allowances for Staking of Flat and Open Cars.

This matter has been before the Board for consideration for some considerable time in connection with an application of the Canadian Manufacturers' Association, The British Columbia Lumber & Shingle Manufacturers' Association, and kindred Associations for an order under Section 284, to compel the railway companies to reimburse shippers for their expenses in connection with the equipment of flat or other cars with stakes and fastenings referred to in the provisions of the Order of the Board dated the 24th July, 1909, No. 7599.

The first hearing in this matter took place in Ottawa on the 15th of February, 1910, and subsequent hearings took place in Toronto, 27th April, 1911, Ottawa, 20th June, 1911, and Vancouver, 1st September, 1911.

After the hearing at the first named sittings, the Board on the 27th of March, 1911, issued the following Order:

Order No. 13326.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

MONDAY, the 27th day of March, A.D. 1911.

IN THE MATTER OF the application of the Canadian Manufacturers' Association, the British Columbia Lumber & Shingle Manufacturers, Limited, the Montreal Lumber Association, the Canadian Lumbermen's Association, the Mountain Lumber Manufacturers' Association, and the St. John Board of Trade, under Section 284 of the Railway Act, for an Order directing all railway companies subject to the jurisdiction of the Board to reimburse shippers for any and all expenses to which they are subjected by reason of having to equip flat or other cars with stakes and fastenings, so as to comply with the provisions of the Order of the Board No. 7599, dated July 24, 1909. (File 8799-1).

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

UPON the hearing of the application at the sittings of the Board held in Ottawa, February 15, 1910, in the presence of Counsel for the Canadian Pacific and Grand Trunk Railway Companies and the Michigan Central Railroad Company, the Canadian Manufacturers' Association, the Montreal Lumber Association, and the Canadian Lumbermen's Association being represented at the hearing, the evidence offered, and what was alleged; and upon its appearing that the existing allowances from track scale weights to cover variation in the tare of cars, absorption of moisture,

accumulations of ice, snow, &c., do not include the weight of the auxilliary material necessary to retain the loads in or upon open cars, except where such provision is specified, inter alia, in the case of racks and (or) blocking in connection with shipments of bark, machinery, and vehicles—

IT IS ORDERED that the railway companies within the legislative authority of the Parliament of Canada file special tariffs, to take effect not later than the 1st day of May, 1911, providing for an allowance of five hundred (500) pounds from the weight of each carload in or upon open cars for the weight of such racks, stakes, standards, boards, strips, supports, or other material furnished by shippers, as may be necessary to retain the lading in or upon the said open cars from the point of shipment to the destination thereof, and for which no allowances are specifically prescribed in the existing tariffs or classifications:

PROVIDED that the minmum weight prescribed for the said freight or lading by the classification or tariff applicable thereto shall not be reduced by reason of the said allowance.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

After the second hearing, namely, that in Toronto on the 27th of April, the following judgment of the Board was delivered by the Chief Commissioner:

In the matter of the application of the Canadian Stoves Manufacturing Association, the Jenckes Machine Company of Sherbrooke, and others, for an Order postponing the effective date of the tariffs of track-scale allowances filed by certain of the railway companies subject to the jurisdiction of the Board, File 8799.1.

JUDGMENT.

Hon. Mr. Mabee:

Recently the railway companies have filed some new tariffs—I understand about ten days ago, entirely changing the basis of toll that has been on foot for a great many years with reference to allowances made for dunnage material necessary to block or enable certain articles to be transported with safety in freight cars. A great many complaints have come to us by telegram from various sections of the community to the effect that these changes will very seriously incommode the shippers in their business, and they desire an opportunity to present their views to the Board before these tariffs are permitted to go into effect. They were filed about ten days ago and the effective date upon the tariffs is the first of May. It is a change by the railway companies of conditions that have been in effect for a very long time. Even if the railway companies are right in their contention, the notice is too short. We think that conditions should not be disturbed upon such short notice; that the parties interested should have an opportunity to discuss with the railway people, and with the Board, if it is desired, this whole matter, before these changes are permitted. Of course we are not suggesting that the changes are proper or improper. We will dispose of that feature of it, if it is necessary, after hearing both sides and understanding the matter more fully than we do at present. It is sufficient now to say that the matter is of such importance, having been in existence for so long a time, that we think the shippers are entitled to at least two months in order to present their case to us, or to adjust their business to the new conditions, if these tariffs are ultimately to become effective.

We, therefore, direct that the effective date of these tariffs be postponed from the 1st of May until the 1st of July.

In pursuance of this judgment Order No. 13520 dated the 27th April, 1911, was issued.

Order No. 13520.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA,

SITTINGS AT TORONTO, THURSDAY, the 27th day of April, A.D. 1911.

IN THE MATTER OF the application of the Canadian Stoves Manufacturing Association, the Jenckes Machine Company of Sherbrooke, and others, for an Order postponing the effective date of the tariffs of track-scale allowances filed by certain of the railway companies subject to the jurisdiction of the Board:—

File 8799.1.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. McLEAN, *Commissioner.*

UPON the hearing of what was alleged in support of the application—

IT IS ORDERED that the effective dates of the following schedules, namely, C.R.C. No. E. 2312, and W. 1584; C.R.C. No. E. 2067, C.R.C. No. 390, C.R.C. No. 245, and Supplement No. 1 to C. R. C. No. 149, filed by the Grand Trunk, Canadian Pacific, Bay of Quinte, Canadian Northern Ontario, and Temiscouata Railway Companies respectively, be, and they are hereby, postponed until the first day of July, 1911, except that the provision in the said schedules that "An allowance of 500 pounds weight per car will be made for standards, strips, stakes, supports, and temporary racks, on flat or gondola cars, if loaded with carload shipments requiring their use," as required by Order of the Board No. 13326, dated March 29, 1911, which is hereby declared to be an *addition* to the Railway Companies' present tariffs, become effective not later than May 1, 1911, as provided in the said Order.

(Sgd.) D'ARCY SCOTT,
Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.

Complaint having been made to the Board in regard to said Order No. 13520 postponing the effective date of new tariffs of track scale allowances from May 1 to July 1, 1911, the Board on the 20th June heard evidence in argument, in support of and against the said tariffs, the judgment of the Board was delivered by the Chief Commissioner under date of the 14th of July, 1911, concurred in by Commissioners Mills and McLean (for full text of Judgment see Appendix 'B'). The judgment directed that an Order should go similar to the one made on the 27th of March, 1911, postponing the effective dates of the proposed British Columbia tariffs until the shippers there had an opportunity of presenting their views to the Board or pending the conference referred to in the Judgment. Accordingly and in pursuance of said judgment Order No. 14389 dated the 25th day of July, 1911, was issued as follows:

Order No. 14389.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA,

TUESDAY, the 25th day of July, A.D. 1911.

IN THE MATTER OF Special Freight Tariffs governing the Weighing of Carload Traffic and Allowances from track-scale Weights;

AND IN THE MATTER OF the application of the Canadian Manufacturers' Association, and the Mountain Lumber Manufacturers' Association of Calgary, Alta.,

for an Order directing that the operation of the said tariffs put in force by the Railway Companies in Western Canada in the begining of the month of May, 1911, be delayed until after the applicants shall have had an opportunity of being heard.

File 8799.1.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

UPON the reading of what has been filed in support of the application, and a consideration of the evidence offered and the argument made in the application of the Canadian Manufacturers' Association and others at the sittings of the Board held at Ottawa, June 20, 1911.

IT IS ORDERED that the special tariffs of the Railway Companies operating west of and including Port Arthur, Ontario, showing the allowances from track-scale weights of carload traffic, as in effect immediately prior to the 1st May, 1911, be restored until the applicants and shippers shall have an opportunity of presenting their views to the Board, or until the matters in dispute shall have been adjusted between the parties at a conference which shall be had between the Railway Companies and shippers, or their representatives.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

At the sittings held in Vancouver on the 1st Sepetmber, 1911, before the Chief Commissioner and Commissioner McLean, after hearing all parties the Board decided that the matter should stand to enable those interested to come to a satisfactory arrangement, if possible, and if the matter is not satisfactorily arranged the Board would hear such further evidence as either parties desired to adduce. No further hearings have been held in the matter.

Eye and Ear Test for Railway Employees.

The question of Eye and Ear Tests for Railway Employees is one that has been engaging the attention of the Board's Operating Department for some time past and in this connection on the 16th March, 1911, the Board issued the following circular letter:

OTTAWA, March 16, 1911.

Circular No. 63.

File 1750, Part 3, Eye and Ear Tests for Railway Employees.

DEAR SIR,—In accordance with Sections 5 and 6 of Order No. 12225, dated November 9, 1910, Railway Companies within the jurisdiction of this Board are required to have their employees engaged in the operation of trains undergo a satisfactory eye and ear test by a competent person.

In view of the diversified methods employed by such Railways in the making of these tests the Board directs that a conference be held between the various Railways subject to its jurisdiction and a uniform code of regulations drawn up governing the testing of hearing and eyesight of employees required to take such tests, these uniform regulations to be filed with the Board for approval within ninety days from the date of this Circular.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

The matter of a Uniform Code of Regulations governing the testing of hearing and eye sight of Railway employees was set down for consideration at a sittings of the Board held in Ottawa on the 3rd October, 1911, and the Board after hearing all parties interested reserved judgment.

Heating of Cars for Carriage of Mineral Water, Etc.

The Sanitaris Limited, of Arnprior, Ontario, having made application to the Board for an Order directing Railway Companies to furnish, during cold weather, heated cars for the carriage of mineral water and other bottled beverages, in quantities aggregating not less than carload lots, from one shipper to one or more consignees and destinations.

The matter came before the Board for consideration at the sittings held in Ottawa on the 4th of January, 1912, Counsel appearing for the applicant and for the railway companies interested.

The Board after hearing all parties interested issued under date of the 15th of January, 1912, the following Order:

Order No. 15819.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

THURSDAY, the 18th day of January, A.D. 1912.

IN THE MATTER OF the application of the Sanitaris Limited, of Arnprior, in the Province of Ontario, for an Order directing Railway Companies to furnish, during cold weather, heated cars for the carriage of mineral water, ginger ale, and other bottled beverages, in quantities aggregating not less than carload lots, from one shipper to one or more consignees and destinations: File 18855.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

UPON the hearing of the application on the 4th January last, and hearing what was alleged on behalf of the Railway Companies and the Applicant, and judgment being withheld for further information.

AND UPON its now appearing that Railway Companies had in practice systems of carrying way freight in heated cars; and upon the complaint of the Sudbury Brewing & Malting Company that such systems had been abandoned; and upon its appearing that at a meeting of the Canadian Freight Association, held on November 23, 1911, it is alleged in a circular sent to the said Brewing & Malting Company by the local freight agent of the Canadian Pacific Railway Company at Sudbury, that it was resolved that shipments in less than carload lots in heated cars should be discontinued; and its appearing that no notice of the withdrawal of such privilege had been given to shippers, and such withdrawal has worked hardship—

IT IS ORDERED that all railway companies subject to the jurisdiction of the Parliament of Canada shall forthwith re-establish the system or systems in practice by them of carrying less than carload lots in heated cars during the winter of 1910-1911; and shall forthwith grant to all shippers the rights and privileges of such shipping facilities in respect to such traffic as were in force upon their various lines during the said winter, until further Order, or until the reasonableness of the withdrawal of such facilities can be passed upon by the Board.

(Sgd.) D'ARCY SCOTT.
Asst. Chief Commisioner,
Board of Railway Commissioners for Canada.

The above Order was sent to all railways subject to the Board's jurisdiction.

Western Freight Rates.

On the 21st of November, 1911, there was filed with the Board a resolution passed at a general meeting of the Winnipeg Board of Trade, together with a statement of a comparison of freight rates as between points in Eastern and Western Canada and alleging excessive freight rates in Western Canada (West of Port Arthur to the Pacific Coast) as against freight rates in Eastern Canada. Subsequently a large number of petitions were received from the various Boards of Trade throughout the West, all of which were couched in the following terms:

Matter of Freight Rates Charged by Railways in Western Canada.

SIR,—

You are most respectfully and strongly urged to take all steps, legislative or otherwise, that may be deemed necessary to give effect to the principle contained in the following resolution, passed by this Board of Trade:

WHEREAS the rates charged by the Canadian Pacific Railway Company for the carriage of freight from Winnipeg, and throughout the whole western country, were originally based on a much higher scale than those charged for a similar service on the same road in the eastern portions of the Dominion; and

WHEREAS the complaint being made to W. C. Van Horne, the then head of the said railway, he stated that as the volume of traffic increased the rates of freight would naturally decrease; and

WHEREAS the rates of freight have not decreased since then, notwithstanding continued complaints made, and the fact that the tonnage to be hauled now taxes the capacity of the Canadian Pacific Railway and the Canadian Northern Railway to the utmost, as shown by congestion in their yards; and

WHEREAS the rates charged are greatly in excess of not only those charged for a similar service in the east, but also those charged on the Soo Line, an allied company of the Canadian Pacific Railway in the States to the south of us; and

WHEREAS the burden of excessive freight rates has for many years been a source of great complaint as well as being a grave injustice to the people of the entire western portion of our Dominion; and

WHEREAS the Railway Commission, whether from want of sufficient jurisdiction, or whatever cause, have failed to deal with the matter:

THEREFORE BE IT RESOLVED that in the opinion of this Board, the time has arrived when the Government of this Dominion should, by legislation, lay down the principle that the rates allowed to be charged by the railways in the western provinces, shall not exceed those charged in Ontario and Quebec for a similar service, to a greater extent than necessary; to cover any excess there may be in the cost of operation in the west over that in Ontario and Quebec.

All of which is respectfully submitted.

In connection with these complaints and petitions the Board issued on the 8th of January, 1912, the following Order:

Order No. 15754.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.
MONDAY, the 8th day of January, A.D. 1912.

IN THE MATTER OF rates for the carriage of freight traffic upon railway lines operating in Canada west of Port Arthur:
File 18755.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

WHEREAS many general complaints and petitions have been made to the Board against the existing freight rates charged by the railway companies operating in Canada west of Lake Superior, and the Board has been delaying the consideration thereof until the final determination of the Regina Rate Case; and

WHEREAS the Supreme Court of Canada, on the 6th day of December, ultimo, dismissed the appeal of the Canadian Pacific and Canadian Northern Railway Companies from the Order of the Board No. 12520, dated the 10th day of December, 1910, in the matter of the application of the City of Regina (above referred to), requiring the discrimination in favour of points in the Province of Manitoba, and against points in the Provinces of Saskatchewan and Alberta, to be removed by reducing the class freight rates from Port Arthur and Fort William, and points east thereof, to the said points in Saskatchewan and Alberta, and the said dismissal has left the Board free to undertake a wider investigation; and

WHEREAS the tolls of the railway companies operating in the Province of British Columbia are already the subject of enquiry by the Board, upon the complaints of the Vancouver Board of Trade and the United Farmers of Alberta; and

WHEREAS the Board is empowered by the Act, upon its own motion, to hear and determine any matter or things which, under the Act, it might enquire into, hear, and determine upon application or complaint:

THEREFORE IT IS DECLARED TO BE ADVISABLE THAT

(1) A general inquiry be at once undertaken by the Board into all freight tolls in effect in the Provinces of Manitoba, Saskatchewan and Alberta, and in the Province of Ontario west of and including Port Arthur, with the view that, in the event of its being determined that the said tolls, or any of them, are excessive, the same shall be reduced as the Board may determine.

(2) A sitting of the Board be held at the City of Ottawa on Tuesday, the 13th day of February, 1912, at ten a.m., to consider the procedure upon the said enquiry and give directions with reference thereto.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

NOTE.—The Board is applying to the Minister of Justice to appoint Council to operating in Canada, west of Port Arthur.

Subsequently on the 15th of February, 1912, the Board issued the following Order:

Order No. 15961.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

THURSDAY, the 15th day of February, A.D. 1912.

In the matter of rates for the carriage of freight traffic upon railway lines operating in Canada west of Port Arthur.

File 18755.

HON. J. P. MABEE,
Chief Commissioner.
S. J. MCLEAN,
Commissioner.

The complaint of the Vancouver Board of Trade alleging discrimination in freight rates by the railway companies operating in the Province of British Columbia having been fully heard and the Board having, during the progress and before the

completion of that case, undertaken a general enquiry into freight rates in Alberta, Saskatchewan, Manitoba and Ontario west of Port Arthur, and it appearing that the questions arising in the Vancouver Board of Trade case are so intimately related with the rates now under enquiry in the other Provinces above mentioned that this matter cannot be satisfactorily disposed of separately.

THEREFORE IT IS ORDERED THAT:

1. The Province of British Columbia be added to those above mentioned and that the said general enquiry shall extend to and cover all the freight and passenger rates in that Province.

2. That all the evidence and exhibits as well as the agreement shall form part of the record in said enquiry.

3. That any interested party may supplement as he may desire to the said evidence and argument.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Examined and certified as a true copy under Section 23 of The 'Railway Act.'

A. D. CARTWRIGHT,
Sec'y of Board of Railway Commissioners for Canada.

OTTAWA, February 16, 1912.

The matter came before the Board for consideration in Ottawa on the 13th of February and after discussion stood adjourned until the 20th of February, Mr. W. H. Whitla, K.C., appearing as council on behalf of the Government of Canada, the Provinces of Alberta and Saskatchewan being also represented by Counsel, and respondent railway companies appearing by their respective Counsel. After considerable discussion the case stood enlarged until the sittings of the board to be held in Ottawa on the 8th of March to permit the railway companies through Counsel to furnish certain information asked for by Counsel for the Government.

The question is one which involves very thorough investigation into the whole rate situation and it will require a large amount of evidence to be taken and a great deal of careful consideration before a final decision can be reached, but the Board expresses the hope that the matter will be proceeded with and dealt with as rapidly as circumstances will admit and with the minimum of delay.

Joint Tariffs.

This matter was taken up by the Board in connection with Clause 1 of Order No. 3309, dated 4th July, 1907. The information called for by said clause being regularly filed with the Board and kept up to date as part of the Official Distance Tables of the Companies in conformity with Order No. 11041 of the 12th of February, 1912.

The Board having had the matter under consideration in conjunction with the report of its Chief Traffic Officer issued the following Circular:

FEBRUARY 12, 1912.

Circular No. 80.

In the Matter of Section 333 of The Railway Act.

You are hereby notified that at the sittings of the Board to be held in Ottawa, Central Station Building, on Tuesday, April 16 next, Railway Companies within

the legislative authority of the parliament of Canada will be required to show cause why an Order should not issue calling for the publication and filing of joint tariffs between points in Canada (where such have not already been published and filed) less than the combination of the local rates of the several Companies to and from the junction point or points; also to state their views as to the extent to which the said local rates might be reduced on joint traffic.

A. D. CARTWRIGHT,
Secretary, B.R.C.

The matter is now pending in accordance with said circular.

Judgments of the Board

A summary of the principal judgments of the Board delivered by the Board, and prepared by the Law Clerk, Mr. A. G. Blair, will be found under Appendix C.

ROUTINE WORK OF THE BOARD.

Record Department.

Since the publication of the last Annual Report of the Board, some slight changes have been made in the personal of this Department, Mr. T. G. Britton having been transferred to the Operating Department and Mr. N. B. Lyon appointed in his stead, Mr. C. S. Huband continuing in charge of this Department as Acting Record Officer.

Mr. F. R. Demers has remained in charge of the Statistical Branch which continues to prove a satisfactory and useful adjunct.

In Appepndix " J " will be found a table classifying the applications, complaints, &c., made to the Board under the various Sections of the Railway Act and compiled by Mr. Demers.

In the table given below there will be noticed an increase of 1,402 in the number of files for the year ending March 31, 1912, as compared with the previous year, which is a very material increase. It will also be noticed that the number of files received during the year shows an increase of 7,681 over the previous year.

The services of an additional clerk were found to be necessary, and Mr. J. P. Carruthers was added to the staff.

Below is given a table of formal applications, complaints, reports on crossings, files made, filings received, outgoing letters, and Orders issued for the year ending March 31, 1912.

With regard to the Orders issued for the year ending March 31, 1912, attention might be called to the amendment of Section 150 of the Railway Act, in consequence of which an Order of the Board is not now required in cases in which wire pipes or other pipes are to be laid or maintained under the Railway, with the consent of the Railway Company, in accordance with any general regulations, plans or specifications approved and adopted by the Board.

The extent to which this amendment has been made use of can be learned by reference to Appendix " J " from which it will be seen that applications for the year ending March 31, 1912, under Section 250 of the Railway Act, for carrying wire pipes or other pipes under the railway tracks, number 131; while for the previous year ending March 31, 1911, they numbered 355—a reduction of 244. A still larger reduction took place in a number of Orders, under Section 246 of the Railway Act, relating to wire crossings. The number of applications for year ending March 31, 1912, under this Section, being 288, while for the previous year ending March 31, 1911, they numbered 927, making a reduction of 639.

Number of applications made	5,297
Number of complaints made	787
Total number of files made during the year	6,084
Total number of files made during the previous year	4,682
Increase	1,402
Number of filings received during the year	46,736
Number of filings received during the previous year	39,055
Increase	7,681
Number of outgoing letters during the year	36,166
Number of outgoing letters during the previous year	35,832
Increase	334
Number of Orders issued during the year	2,871
Number of Orders issued during the previous year	3,336
Decrease	465

INFORMAL COMPLAINTS.

Attention is again directed to the number of informal complaints dealt with by the Board, of which there were seven hundred and eighty-seven (787) for the year ending 31st March, 1912, as compared with five hundred and seventy-three (573) for the year ending 31st March, 1911, an increase of two hundred and fourteen (214). A detailed statement of these complaints disposed of without formal hearing before the Board, will be found in Appendix "A."

SECRETARY'S DEPARTMENT.

Since the last publication of the Annual Report the following appointments have been made to the staff, namely: R. W. Empy was appointed by Order in Council dated July 15, 1911, as clerk and stenographer, to fill the vacancy caused by the resignaation of E. J. C. Markgraf, and Miss May Vaugan was appointed by Order in Council dated May 11, 1911, as stenographer, to fill the vacancy caused by the resignation of Miss I. M. Vogan. Miss M. Bliss was also added to the staff as stenographer, by Order in Council dated May 29, 1911, and Miss A. M. Turcott was appointed as stenographer to the Assistant Secretary of the Board by Order in Council dated May 29, 1911. No other changes have taken place in this Department.

TRAFFIC DEPARTMENT.

The following additions have been made in the staff of this Department since the publication of the last Annual Report: R. Harvey was appointed as clerk by Order in Council dated October 6, 1911, and L. L. Brethour as clerk under Order in Council dated December 2, 1911. The statement of the Freight Passenger Tariff and Express Schedules filed with the Board between April 1, 1911, and March 31, 1912, will be found with the report of the Chief Traffic Officer in Appendix "B."

ENGINEER'S DEPARTMENT.

It has been found necessary to increase the Engineering staff of the Board by the appointment of an additional Assistant Engineer, namely: Mr. A. T. Kerr, who was appointed by Order in Council dated August 1, 1911, having his headquarters at Calgary, Alta. No other changes or additions have been made to the staff. The list of examinations and inspections made by the Engineering Department during the year ending March 31, 1912, will be found in Appendix "F."

OPERATING DEPARTMENT.

Since the publication of the last Annual Report of the Board the following changes have taken place in the Operating Department of the Board: Mr. A. F. Dillinger having resigned from position of Assistant Chief Operating Officer, it was found necessary to appoint an additional Inspector, and Mr. A. Poulin was appointed by Order in Council dated July 28, 1911. The work of this Department has so much increased during the past year, that it has been found necessary to make considerable further additions to the Operating staff and the Board has recommended the appointment of several additional Locomotive Inspectors in connection with the carrying out of fire guard regulations. The report of the Chief Operating Officer for the year ending March 31, 1912, will be found in Appendix "F."

OFFICES OF THE BOARD.

The Board took possession of the suite of offices provided for it through the Public Works Department in the Grand Trunk Central Station building the first week in November, 1911. The new premises have almost double the area (floor space) of those formerly occupied by the Board, but it has been found with the expansion of the work of the Board that the new premises are none too large for the Board's present requirements. The work of the Board has been much facilitated by the increased space provided.

APPENDIX "A"

LIST OF COMPLAINTS FILED WITH THE BOARD OF RAILWAY COMMISSIONERS, YEAR ENDING MARCH 31, 1912.

2140. Equipment on the Detroit United Railway, from Amherstburg to Windsor, and Tecumseh, Ont.

2141. Freight classification of implements being shipped west of Port Arthur.

2142. Scale "N" of Express Classification for Canada No. 2, with respect to "Stock Food" and "Poultry Food" unjustly discriminating against "Stock Specifics."

2143. Canadian Pacific Railway Company, for not furnishing protection for freight unloaded at Carlstadt, Alta.

2144. Canadian Pacific Railway Company, for failure to reimburse passenger for overcharge in fare, Dublin to Biscotasing, Ont.

2145. Canadian Pacific Railway Company, for not fencing their right of way across a farm in the Southeast quarter of Section 12, Township 8, Range 5, West Fifth Meridian, Alta.

2146. Discrimination shown by Express Companies in favor of Western Shippers of agricultural and dairying products.

2147. Great North Western Telegraph Company, for discontinuing their service at Caledonia, Ont.

2148. Refusal of the Grand Trunk Railway Company to pay a claim for bulbs frozen in transit, on account of "Owner's Risk" clause.

2149. Express rates from Hoyt, Gaspereaux and Clarendon to St. John, N.B., on farm produce and the charge for returning empties.

2150. Alleged excessive charges by the Canadian Northern Express Company on goods shipped from Chicago to Vegreville, Alta.

2151. Express rates on bread and the charge for returning of empty cases.

2152. Car shortage on the Canadian Northern Railway at Kuroki, Sask.

2153. Canadian Pacific Railway Company, for charging full rate instead of Settler's rate on car of farm stock and machinery, shipped from Heche, North Dakota, to Gretna, Man.

2154. Alleged excessive charges by the Great Northern Express Company, on groceries shipped from Elko, B.C., to Gateway, Montana.

2155. Unsatisfactory train service on the Winnipegosis Branch of the Canadian Northern Railway.

2156. Grand Trunk Railway tariff C.R.C. E 2285, and Canadian Pacific Railway tariff C.R.C. E 2040, making advances in rates on flour to the Maritime Provinces.

2157. Grand Trunk Railway Company, Canadian Pacific Railway Company, Intercolonial Railway, and New York Central Railway Company, relative to the present system of handling milk and returning empties.

2158. Supplement 4 of C.P.R. tariff E 1470, raising rates on grain from Kingston to Almonte.

2159. Express charge on a box of china shipped from Toronto to Fort Frances, Ont.

2160. Alleged excessive charge by the Canadian Pacific Railway Company for extending time on ticket, Ottawa to Melita, Man.

2161. Freight rates on coal, Rouse's Point and Massena Springs to Alexandria, on the Grand Trunk Railway.

2162. Rates charged by the Canadian Northern Express Company on cream from Shellmouth and Minitonas, Man. to Winnipeg.

2163. Poor fencing and cattle guard protection on the Canadian Northern Railway Company's Vegreville-Calgary Branch.

2164. Intercolonial Railway, for charging freight on ice protecting a shipment of fish from Halifax to New Glasgow.

2165. Grand Trunk Railway Company, for not holding their main line train at Georgetown to connect with the train from Collingwood, Ont.

2166. Blocking of Wentworth and Stafford streets, Winnipeg, Man., by the Grand Trunk Pacific Railway Company.

2167. Refusal of the Great North Western Telegraph Company to transmit a message from Montreal to Charlottetown, P.E.I., at night lettergram rates.

2168. Grand Trunk and Michigan Central Railway Companies, for not providing a regular freight train service at Bridgeburg.

2169. Increase in rates on crude oil, Bothwell to Sarnia, Ont., on the Grand Trunk Railway.

2170. Montreal Terminal and Canadian Northern Railway Companies, for increasing rate on coal from one to three cents per hundred pounds.

2171. Canadian Pacific Railway Company, for insisting on the signing of a release, relieving them of responsibility for goods shipped to Davidson, Que., at which point there is no agent.

2172. Assessing of a double switching charge at Westfort, Ont., owing to there being no connection between the Canadian Pacific and Canadian Northern Railways, except via the Grand Trunk Pacific.

2173. Canadian Northern Railway Company, for diverting Serviceberry Creek and not constructing a bridge over same.

2174. Canadian Pacific Railway Company, for damage to crops in constructing Swift Current to Moosejaw line through a farm.

2175. Time limit placed on coupon tickets between Quebec and St. Joachim, Que., by the Quebec Railway, Light and Power Company.

2176. Freight classification of sweeping compound.

2177. Proposed discontinuance of train service farther than Hillsboro, after May 1st, 1911, by the Albert and Salisbury Railway Company.

2178. Rates to be charged on freight by the Skeena River fleet to and from Prince Rupert.

2179. Closing of Church, John and George streets, Belleville, Ont., by the Canadian Northern Railway Company.

2180. Refusal of the Dominion Express Company to furnish a shipper with tariff covering rates from Toronto to Pacific Coast points.

2181. Condition of fence on the right of way of the Père Marquette Railway, at lot 25, Concession 15, Township of Raleigh.

2182. Canadian Pacific Railway Company, for unloading at Montreal, freight consigned to Montreal West, Que.

2183. Unsatisfactory train service provided by the Canadian Northern Quebec Railway Company through the parishes of St. Severin de Proulxville, St. Prosper and St. Stanislas, Que.

2184. Alleged excessive charge by the Dominion Express Company on a box of old books shipped from Brooklyn, N.Y., to Pincher City, Alta.

2185. Delay of the Canadian Northern Railway Company in handling plans for the construction of a subway at Nineteenth street, Saskatoon, Sask.

2186. Delay of the Canadian Northern Railway Company in handling plans for the construction of a subway at Twenty-third street, Saskatoon, Sask.

2187. Great Northern Railway Company, for basing charges on a carload of shingles on a minimum of 30,000 lbs., when shipment was made in a C. P. R. stock car which has not that capacity.

2188. Lack of joint freight rates over the Grand Trunk and Canadian Pacific Railways from St. George to points in Eastern Ontario.

2189. Canadian Northern Railway Company, for delay in removing a snow fence from a property at Somerset, Man.

2190. Refusal of the Dominion Express Company to refund prepaid charges on goods destroyed in transit, as well as paying the value of the goods.

2191. Station accommodation and freight facilities provided by the Canadian Northern Railway Company at Kitscoty, Alta.

2192. Alleged excessive freight rates on the Quebec and Oriental and the Atlantic, Quebec and Western Railways.

2193. Alleged discrimination in rates on beer in favour of American shippers to Canadian points, as against Canadian shippers to Canadian points.

2194. Unsatisfactory train service provided by the Canadian Pacific Railway Company at Tilston, Man.

2195. Alleged excessive rate charged by the Grand Trunk Pacific Railway Company on lumber from Portage la Prairie to Balcarres.

2196. Inadequate stock yard facilities at Irvine, Alta., on the Canadian Pacific Railway.

2197. Rate charged on a car of feed from Yorkton, Sask., to Snowflake, Man., via the Canadian Northern and Canadian Pacific Railways.

2198. Rate charged by the Canadian Northern Railway Company on a car of seed oats from Naisberry to Tugaske.

2199. Plate glass release forms.

2200. Location of the Canadian Pacific Railway on Lot 6, Concession 2, Township of Nassagaweya, Ont.

2201. Expropriation of land in east half of Section 14, Township 24, Range 29, west of the Fourth Meridian, Alta., by the Grand Trunk Pacific Railway Company.

2202. Lack of fencing on the Irondale, Bancroft and Ottawa Railway.

2203. Increased rate on seed oats by the Canadian Pacific Railway Company from points in Canada to Minneapolis, Minn.

2204. Refusal of the Canadian Northern Quebec Railway Company to construct a farm crossing at Lot 329, St. Casimir, Que.

2205. Delay of the Canadian Northern Railway Company in providing a loading platform at Fiske, Sask.

2206. Damage to and loss of household goods while in transit from Deadwood, South Dakota, to Strathcona, Alta.

2207. Blocking of natural drainage by the Grand Trunk and Canadian Pacific Railway Companies in the Town of Vaudreuil, Que.

2208. Express rates on photographic papers, postcards, &c.

2209. Lack of station or stopping point between Prescott and Spencerville on the Prescott Branch of the Canadian Pacific Railway.

2210. Dangerous condition of trestle on the Quebec Oriental Railway at Grand Cascapedia, Que.

2211. Refusal of the Quebec Central Railroad Company to pay a claim for an alleged overcharge on a car of lumber shipped from Weedon, Que., to Harrisburg, Pa.

2212. Number of days of grace allowed in which to remove goods from Bond without paying storage.

2213. Alleged excessive charges on a car of coal shipped via the Canadian Pacific Railway, Moosejaw to Pasqua, and diverted to Sletcain.

2214. Alleged overcharge on a shipment of roofing, Brantford to Vancouver, B.C., via Toronto, Hamilton and Buffalo and Canadian Pacific Railways.

2215. Lack of fences on the line of the Quebec Oriental Railway in the vicinity of St. Omer, Que.

2216. Section Foreman employed by the Grand Trunk Railway Company at Stanfold, Que., being addicted to the use of intoxicating liquors.

2217. Unsanitary and dangerous condition of the Canadian Northern Railway Company's station grounds at Bruno, Sask.

2218. Rate on herrings from Halifax to Renfrew, Ont.

2219. Damage to property at Cape Despair, Que., owing to removal of fences by the Atlantic & Lake Superior Railway Company.

2220. Additional charges in connection with bulkheading a car of wheat shipped from Langbank, Sask., to Port Arthur.

2221. Dangerous condition of highway crossings at Mile 90, and between Mile 84 and 104, on the Canadian Pacific Railway Company's Regina, Saskatoon and North Saskatchewan Branch.

2222. Carload rate on lumber on the line of the Great Northern Railway Company.

2223. Blocking of main residential street in the town of Yale, B.C., with boarding cars, by the Canadian Pacific Railway Company.

2224. Failure of the Grand Trunk Pacific Railway Company to fence their right of way through a farm on Sections 6 and 7, Township 40, Range 22, West of the Fourth Meridian, Alta.

2225. Location of the Grand Trunk Pacific Railway Company's station at Entwistle, Alta.

2226. Condition of crossings, gates, and fencing of the Atlantic, Quebec and Western Railway in the Municipality of Grand River, County of Gaspé, Que.

2227. Delay of the Canadian Northern Railway Company in transmitting deeds for property purchased from them at Delisle, Sask.

2228. Alleged overcharge on oats shipped to Gull Lake, Sask., on the Canadian Pacific Railway.

2229. Small difference in rate on rough stone as compared with dressed stone, shipped from United States to Canada, resulting in loss to Canadian labour.

2230. Alleged excessive charges on canned fruit, St. Catharines to Nelson, B.C.

2231. Charges on a car of cabbage from a point in California to Saskatoon, Sask.

2232. Alleged discrimination in rates by the Canadian Pacific Railway Company, in favour of McAdam Jct., and against Woodstock, N.B.

2233. Alleged excessive express rates on fish from Vancouver, and discrimination in favour of shipments from Vancouver to Boston.

2234. Rate charged by the Dominion Express Company on a bicycle shipped from Fredericton to Mount Kiswick, N.B.

2235. Lack of a loading platform at Skipton, Sask., on the Canadian Northern Railway.

2236. Delay of the Canadian Northern Railway Company in paying for right of way through a homestead in the Northeast quarter of Section 32, Township 28, Range 23, West of the Third Meridian, Sask.

2237. Refusal of the Canadian Northern Railway Company to provide a crossing over their railway on a farm at Colborne, Ont.

2238. Rate on coal from Suspension Bridge to Massey, Ont., via Michigan Central; Toronto, Hamilton & Buffalo; and Canadian Pacific Railways, as compared with rate to North Bay.

2239. Express classification of newspapers.

2240. Drainage along the line of the Temiscouata Railway in the Municipality of St. Mathias de Cabano, Que.

2241. Closing of culvert on the Grand Trunk Railway near Alexandria, Ont.

2242. Distribution of carlods of flour and other goods on the line of the Quebec Oriental Railway.

2243. Failure of the Canadian Northern Railway Company to erect fence along right of way across farm in the Southeast quarter of Section 12, Township 18, Range 19, West 1st Meridian, Man.

2244. Delay of the Canadian Pacific Railway Company in settling for horse killed near Hillcrest, Alta., where their line is not fenced.

2245. Express rates on millinery.

2246. Construction of bridge over Chilliwack River, at Chilliwack, B.C., by the Canadian Northern Railway Company, leaving only a fifteen foot waterway, thereby stopping navigation.

2247. Charges on a car of seed oats shipped from Rhein to Stevely, Alta., via the Canadian Northern and Canadian Pacific Railways.

2248. Expropriation of lands by the Canadian Pacific Railway Company in the Township of Nipigon without remuneration to the owner.

2249. Construction of spur by the Canadian Northern Railway Company across a property at Saskatoon, Sask., without advertisement or permission.

2250. Exorbitant rates charged by the British Columbia Telephone Company at South Vancouver, B.C.

2251. Unsatisfactory services of the Canadian Pacific Railway Company's Agent at Carlstadt, Alta.

2252. Non-settlement of claim against the Canadian Northern Railway Company for overcharges on freight shipped from Edmonton, Alta., to San Diego, Cal.

2253. Michigan Central Railroad Company's tariff G.F.D., 8803, Supplement No. 2.

2254. Moving of a car of coal at Hanover, Ont., while same was being unloaded.

2255. Closing of a private crossing by the Atlantic and Lake Superior Railway at Petite Riviere Est, Que.

2256. Rate on a car of barley shipped from Treherne, Man., to St. Boniface, Man., via the Canadian Pacific Railway.

2257. Refusal of the Grand Trunk Pacific Railway Company to accept for shipment, cars of lumber from Fort Qu'Appelle, Sask.

2258. Delay of the Canadian Northern Railway Company in settling for ice supplied at Hudson Bay Jct., Sask.

2259. Alleged overcharge made by the Canadian Pacific Railway Company on the shipment of an automobile from Des Moines, Iowa, to Provost, Alta.

2260. Action of the Grand Trunk Railway Company, in removing the through passenger coach service between Wiarton and Palmerston, Ont.

2261. Tariffs on flour and other grain products to Pictou, N.S., for furtherance to Cape Breton outports, discriminating against Pictou in favour of Mulgrave and Halifax.

2262. Atlantic, Quebec and Western Railway Company not furnishing a farm crossing at Brèche à Manon, in the County of Gaspé, Que.

2263. Delay of the Canadian Northern Railway Company in settling claim for car of grain wrecked in transit from Mair Siding, Sask., to Port Arthur.

2264. Discrimination in freight rates in favour of Eastern Canada against Western Canada.

2265. Failure of the Temiscouata Railway Company to compensate complainant for the land taken by it in the construction of its right of way across his farm, and damage caused by diverting a watercourse.

2266. Lack of facilities for the transhipment of grain on the Canadian Northern Railway Company's Prince Albert and Battleford line.

2267. Delay of the Canadian Northern Railway Company in paying for land used in constructing line across the north-west quarter of Section 20, Township 47, range 5, West Third Meridian, Sask.

2268. Employment of a one-armed man as Conductor in charge of a steam motor car on the Grand Trunk Railway between Black Rock and Bridgeburg.

2269. Rates on pulpwood from Matheson to North Bay, and the difference between Grand Trunk and Canadian Pacific Railway Companies' rates from Matheson to Thorold, Ont.

2270. Non-settlement of claim against the Canadian Pacific Railway Company for overcharge and goods stolen while in transit, Kansas to Staveley, Alta.

2271. Grand Trunk Pacific Railway Company not settling for right of way through a farm in the southeast quarter of Section 36, Township 39, Range 23, West Fourth Meridian, Alta.

2272. Refusal of the Canadian Northern Railway Company's agent at Le Pas, Keewatin, to release goods for which he had not received bill of lading.

2273. Condition of the line of the Central Vermont Railway Company between Farnham and Frelighsburg, Que.

2274. Proposed location of the Canadian Northern Ontario Railway Company's spur to the Belleville Rolling Mills.

2275. Bell Telephone Company, for charging six months' telephone rental for the privilege of cancelling a three years' lease, at Quebec, Que.

2276. Refusal of the Canadian Northern Railway Company to furnish a cattle pass on a farm in the east quarter of Section 19, Township 39, Range 25, West Fourth Meridian, Alta.

2277. Inadequate car supply at Louiseville, Que., for the shipment of hay to the United States.

2278. Condition of equipment and continuous unpunctuality of the St. Lawrence and Adirondack Railway (New York Central Railway).

2279. Alleged delay in delivery of cream by the Canadian Express Company in the City of Toronto, Ont.

2280. Canadian Pacific Railway Company's freight rate on tea, Toronto to Vancouver, B.C.

2281. Unsat'sfactory condition of the Canadian Pacific Railway Company's station at Bridgeford, Sask.

2282. Overcharge on a shipment of household goods, Qu'Appelle to North Yakima, Sask.

2283. Poor condition of fences along the right of way of the Quebec Oriental Railway.

2284. Delay of the Temiscouata Railway Company in providing cars to load poles at Fraserville, Que.

2285. Alleged excessive charge of the Dominion Express Company on a pair of snowshoes, shipped from Indian Lorette, Que., to Prince Rupert, B.C.

2286. Canadian Northern Railway Company, for not fencing their right of way on the Hallboro Branch through a farm on the north half of Section 7, Township 15, Range 25, West of the First Meridian, Man.

2287. Rate on lumber charged by the Canadian Pacific Railway Company from Routhier, Que., to Montreal.

2288. Alleged excessive charges for interswitching at Portage la Prairie, Man.

2289. Canadian Pacific Railway Company, for vegetables frozen in transit from Leduc, Alta., to Winnifred, Alta.

2290. Canadian Northern Railway Company, for refusing claim for a stove damaged while in transit over their line.

2291. Refusal of the Grand Trunk Pacific Telegraph Company to accept night lettergrams.

2292. Freight charges on a car of coal from Edmonton, Alta., to Clair, Sask.

2293. Overcharge by the Great Northern and Canadian Pacific Railway Companies on a carload of lumber shipped from Tynehead, B.C., to Moosejaw, Sask.

2294. Rates on granite from North Derby, Vt., to Brampton, Ont., handled via the Boston and Maine, Grand Trunk and Canadian Pacific Railways.

2295. Rate charged by the Pere Marquette Railroad Company on a car of hay shipped from Sombra, Ont., to Devon, W. Va.

2296. Grand Trunk Pacific Railway Company, for cutting down trees on complainant's property at Wabamun, Alta.

2297. Refusal of Express Companies to deliver goods to a point just outside the limits of the Town of Truro, N.S.

2298. Refusal of Express Companies to deliver goods to a point outside the limits of the City of Guelph, Ont.

2299. Refusal of Express Companies to deliver goods to a point outside the limits of the City of Belleville, Ont.

2300. Refusal of the Grand Trunk Pacific Railway Company to pay a claim for three horses killed on their line three miles west of Watrous, Sask., owing to cattle guards having been removed.

2301. Express rates on halibut from the Pacific coast to Toronto, Ont.

2302. Dangerous crossing of the Canadian Northern Railway Company in the Rural Municipality of Kindersley, Sask.

2303. Refusal of the Grand Trunk Railway Company to honour a student's certificate from Queen's University, on fare from Kingston to Muenster, Sask., except via Chicago, Ill.

2304. Express Rates from Toronto to Waldron, Sask.

2306. Proposed crossing of the Hamilton Cataract Power and Traction Company's Man.

2306. Proposed crossing of the Hamilton Cataract Power and Traction Company's wires over a railway at Port Colborne.

2307. Inadequate and unsatisfactory train service furnished by the Canadian Pacific Railway Company at Verner, Ont.

2308. Alleged overcharge on a car of livestock from Didsbury to Kindersley, Sask., via Canadian Pacific and Canadian Northern Railways.

2309. Rates on pulpwood, charged by the Canadian Pacific Railway Company, from Three Rivers to Shawinigan Falls, Que.

2310. Discrimination in rates on crude oil from points in Ohio, against Wallaceburg, in favour of Sarnia, Ont., on the Père Marquette Railroad.

2311. Drainage conditions at highway crossing of the Canadian Pacific Railway Company at Rutter, Ont.

2312. Lack of a Station Agent at Vanscoy, Sask., on the Canadian Northern Railway.

2313. Delay of the Canadian Pacific and Canadian Northern Railway Companies in the payment of claims for overcharges, caused by referring said claims to Montreal for adjustment.

2314. Refusal of the Bell Telephone Company to supply telephone at gravel pit just outside Toronto Junction, on the Scarlet road.

2315. Inconvenience suffered by firms outside the limits of the City of London, Ont., owing to refusal of Express Companies to deliver their goods.

2316. Lack of culverts at crossings on the Canadian Northern Railway Company's Oak Point Branch in the Municipality of Woodlands, Man.

2317. Canadian Northern Railway Company, for not fencing right of way through a farm at Forward, Sask.

2318. Discrimination in telephone rates by the Norfolk Rural Telephone Company against Port Dover, Ont.

2319. Failure of the Canadian Pacific Railway Company to provide a suitable cattle pass across its railway on the complainant's farm in the northwest quarter of Section 16, Township 25, Range 25, in the Province of Saskatchewan.

2320. Refusal of the Canadian Pacific Railway Company to construct spur to a warehouse at Brownlee, Sask.

2321. Non-settlement of claim for cattle killed on the Canadian Northern Railway near Claysmore, Alta.

2322. Unsatisfactory train service furnished the town of Moosomin, Sask., by the Canadian Pacific Railway Company.

2323. Inadequate fence protection along the Georgian Bay and Seaboard Railway (C.P.R.), between Coldwater and Orillia, Ont.

2324. Dangerous condition of pile trestle on the Canadian Northern Railway, 16 miles east of Fort Frances, Ont.

2325. Inadequate accommodation on the Grand Trunk Railway Company's Northern Division train, leaving Toronto at 1.30 p.m.

2326. Condition of locomotive equipment running out of White River on the Lake Superior Division of the Canadian Pacific Railway.

2327. Poor train service provided by the Canadian Northern Railway Company between McCreary and Dauphin, Man.

2328. Poor accommodation for freight at McCreary, Man., on the line of the Canadian Northern Railway.

2329. Refusal of the Grand Trunk Railway Company to provide spur to granite quarry half a mile east of Lansdowne, Ont.

2330. Removal of a farm crossing by the Canadian Pacific Railway Company at Chesterville, Ont.

2331. Discrimination shown against the City of Toronto by the Canadian Pacific and Grand Trunk Railway Companies in the matter of excursion rates from London, Ont.

2332. Delay of the Canadian Northern Railway Company in settling claim for mare killed on their line near Maidstone, Sask.

2333. Freight rate on package shipped from Montreal, Que., to Stratford, Ont., via the Canadian Pacific and Grand Trunk Railways.

2334. Alleged refusal of the Canadian Express Company to deliver milk shipments on the evening of their arrival in Montreal, Que.

2335. Lack of fencing on the Canadian Northern Railway Company's Prince Albert Branch in the East half of Section 2, Township 49, Range 4, West Third Meridian, Sask., resulting in damage to crops.

2336. Delay of the Canadian Northern Railway Company in making settlement for right of way of the Vegreville-Calgary Branch in Section 43, Township 19, Range 4, Province of Alberta.

2337. Canadian Northern Railway Company's trains not stopping before crossing the bridge over the Saskatchewan River and entering the town of Prince Albert, Sask.

2338. Freight rate on a ten pound casting from Calgary to Carlstadt, Alta.

2339. Unsatisfactory train service of the St. Lawrence and Adirondack Railway Company at Highlands, Que.

2340. Increased rates of the British Columbia Electric Railway Company on live stock from Vancouver to Eburne, and on dressed beef from Eburne to Vancouver.

2341. Lack of fencing along right of way of the Canadian Northern Railway in the vicinity of Marcellin, Sask.

2342. Proposed closing of streets by the Canadian Northern Railway Company in the Town of Rainy River, and the Municipality of Atwood, Ont.

2343. Unsatisfactory terms asked by the Canadian Pacific Railway Company to run excursion trains to Plaster Rock, N.B.

2344. Lack of fencing along the line of the Grand Trunk Railway (leased to the Seymour Power and Electric Company) in the Township of Clarke, Ont.

2345. Failure of the Grand Trunk Railway Company to keep their right of way clear of weeds, west of Howick, Que.

2346. Lack of fencing on the Canadian Northern Railway in the vicinity of Kirkpatrick, Sask.

2347. Delay to a sewing machine shipped from Hamilton, Ont., to Quill Lake, Sask., owing to it being delivered at Gull Lake, Sask., in mistake.

2348. Grand Trunk Railway Company, for not having an official to direct passengers to their proper trains at Palmerston.

2349. Freight rate on hoop iron from Sharon, Pa., to London, Ont., on the Grand Trunk Railway.

2350. Smoke nuisance at Sherbrooke, Que., caused by the Grand Trunk Railway Company's locomotives.

2351. Delay of the Grand Trunk Pacific Railway Company in settling for right of way through a farm at Alix, Alta.

2352. Refusal of the Canadian Northern Railway Company to install cattle passes on complainant's farm at Lacombe, Alta.

2353. Refusal of the Grand Trunk Pacific Railway Company to allow complainant to travel in caboose, when taking a car of horses from Winnipeg, Man., to Waldron, Sask.

2354. Canadian Express Company's charge on a book from Toronto to Kingston, Ont.

2355. London and Lake Erie Railway and Transportation Company, for condition in which they left the road from the Village of Union, Ont., a short distance southerly; unsanitary conditions of station at Union, Ont.; passenger rates from Union to St. Thomas and return.

2356. Michigan Central Railroad Company, relative to unsatisfactory train service to and from Woodslee, Ont., and alleged excessive fare charged between Woodslee and Windsor, Ont.

2357. Inadequate facilities for handling freight at Clair, Sask., on the Canadian Northern Railway, resulting in damage to shipments by rain.

2358. Delay of the Canadian Northern Railway Company in settling for right of way through property near Wauchope, Sask.

2359. Lack of loading platform at Yonker, Sask., on the Grand Trunk Pacific Railway.

2360. Failure of the Canadian Northern Railway Company to supply sufficient cars at St. Tite, Que.

2361. Price offered by the South Ontario Pacific Railway Company for land they intend to expropriate at Carlisle, Ont.

2362. Non-construction of the Oak Point Branch of the Canadian Northern Railway.

2363. Refusal of the Grand Trunk Pacific Railway Company to establish a townsite at Cedoux, Sask.

2364. Inadequate station accommodation at St. Francois de Salle, Que., on the line of the Canadian Pacific Railway.

2365. Non-construction of cattle pass on a farm at Carlisle, Ont., on the Guelph to Hamilton line of the Canadian Pacific Railway.

2366. Proposed naming of a Grand Trunk Pacific townsite "St. Louis" owing to there already being a town of that name.

2367. Lack of refrigerator car service on the Irondale, Bancroft and Ottawa Railway.

2368. Refusal of the Canadian Northern Railway Company to entertain a claim for shortage in shipment from Winnipeg, Man., to Innisfree, Alta.

2369. Closing of the Great North Western Telegraph Company's office at Pointe-a-Pic, Que.

2370. Construction of embankment by the Atlantic, Quebec and Western Railway Company at Port Daniel East, Que., shutting off all means of approach to the beach.

2371. Blocking of water supply for live stock at Gascons, Que., by the Atlantic, Quebec and Western Railway Company.

2372. Lack of loading siding at Hopetown, Que., on the Atlantic, Quebec and Western Railway.

2373. Alleged excessive express rates charged on a shipment of hats from Toronto to Greenwood, B.C.

2374. Dangerous condition of two crossings of the Transcontinental Railway in the Municipality of St. Augustin, Que.

2375. Railway fences being inadequate to keep pigs and other small stock from getting on right of way.

2376. Lack of siding accommodation at Ribstone, Alta., on the Grand Trunk Pacific Railway.

2377. Refusal of the Canadian Pacific Railway Company to entertain claim for hay burned in prairie fire alleged to have been started by a spark from their locomotive.

2378. Canadian Northern Railway Company, for not fencing their right of way and not giving Complainant any drainage facilities on his farm, in the Northwest quarter of Section 25, Township 43, Range 20, West of the Fourth Meridian, Alta.

2379. Delay of the Canadian Pacific Railway Company in settling claim for loss of goods in transit.

2380. Alleged excessive storage charges by the Canadian Pacific Railway Company on a shipment of radiators at Ottawa, Ont.

2381. Refusal of the Grand Trunk Pacific Railway Company to allow Complainant to back his bus up to station platform at Saskatoon, Sask., to take on and let off passengers.

2382. Refusal of the Board of Railway Commissioners to allow the carriage of traffic over newly constructed lines before they are inspected.

2383. Bell Telephone Company, relative to conditions under which Complainants are given telephone service in the City of Toronto.

2384. Refusal of the Grand Trunk Railway Company to route via London, shipments from Stratford, Ont., to points on the Michigan Central Railroad west of St. Thomas, Ont.

2385. Canadian Pacific Railway Company, for refusing to pay full amount of claim for lambs killed, owing to the cutting of Complainant's fence by Contractors in the construction of the Stettler-Castor Branch.

2386. Condition of road allowance on the Canadian Pacific Railway Company's right of way at Silton, Sask.

2387. Dangerous condition of crossing of the Grand Trunk and Michigan Central Railway Companies at King Street, Hagersville, Ont.

2388. Dangerous condition of crossing on the Canadian Pacific Railway, three-quarters of a mile east of Shawville, Que.

2389. Delay of the Canadian Pacific Railway Company in constructing the Breadinbery and Kamsack Railway.

2390. Alleged excessive express rates on eggs and the charge for return of empty crates between Ste. Anne de Bellevue and Montreal, Que.

2391. Dangerous condition of crossing of the Canadian Pacific Railway Company on Higgins Ave., Winnipeg, Man.

2392. Unsatisfactory service of the Canadian Pacific Railway Telegraph Company at Ste. Anne de Bellevue, Que.

2393. Delay to car of settler's effects, shipped from Hamilton, Ont., to Kitscoty, Alta., owing to same going astray on the Canadian Pacific Railway.

2394. Canadian Northern Railway Company, for not fencing its right of way on the Wawanesa Subdivision.

2395. Location of team tracks at the Grand Trunk Railway Company's station at Oakville, Ont.

2396. Excessive rate charged on a car of oats from Embric Siding to New Westminster, B.C., by the Victoria Terminal Railway and Ferry Company, (G.N.R.).

2397. Lack of fencing on the Canadian Northern Railway near Vassar, Man., resulting in stock being killed.

2398. Condition of the right of way fence of the Grand Trunk Railway Company along the south half of Lot No. 1, Concession 9, Township of Felos, Ont.

2399. Lack of station accommodation at Cardale, Man., on the Canadian Northern Railway.

2400. Shunting on Front Street, New Westminster, B.C., by the Great Northern Railway Company.

2401. Blocking of farm crossing on Complainant's property at St. Thomas, Ont., by the Père Marquette Railroad Company.

2402. Telephone rates between Strathroy, Ont., and points on connecting Companies' lines in the vicinity.

2403. Alleged excessive express rate on forgings shipped from New Glasgow, N.S., to Collingwood, Ont.

2404. Condition of two highway crossings on the Canadian Northern Railway just west of the Village of Kamsack, Sask.

2405. Canadian Pacific Railway Company, for allowing credit on freight to British Columbia lumber shippers.

2406. Delay of the Canadian Northern Railway Company in settling for right of way through complainant's farm in the northwest quarter of Section 21, Township 2, Range 21, west of the First Meridian, Manitoba.

2407. Alleged delay in feeding and watering car of stock on the Canadian Northern Railway at Portage la Prairie, Man.

2408. Alleged delay in feeding and watering car of stock on the Canadian Northern Railway at Portage la Prairie, Man.

2409. Unsatisfactory train service provided by the Canadian Pacific Railway Company to and from Lennoxville, Que.

2410. Alleged excessive rates asked by the Grand Trunk Railway Company to run special train for church fair at Painswick, Ont.

2411. Refusal of the Canadian Pacific Railway Company to entertain claim for mare killed on their right of way near Bowden, Alta.

2412. Refusal of the Dominion Express Company to deliver goods in the City of Trail, B.C.

2413. Dominion Express Company, for never voluntarily ordering the refund of an overcharge collected.

2414. Proposed advance in rates on anthracite coal from the Suspension and International Bridges.

2415. Excessive rates charged by water-transportation companies carrying freight to Prince Rupert, B.C.

2416. Refusal of the Canadian Northern Railway Company to settle claim for a lost trunk.

2417. Inadequate car supply of the Canadian Northern Railway Company at Prince Albert, Sask., for cord wood shipments to Saskatoon and other points.

2418. Action of the Great North Western Telegraph Company in ceasing to operate its line in the town of Granby, Que.

2419. Unsatisfactory service provided by the Canadian Northern Railway Company on their branch from Hudson Bay Jct. to Le Pas.

2420. Grand Trunk Railway Company, for basing charges on a car of basswood shipped from Mt. Albert to Toronto, on a minimum of 30,000 lbs., when it only weighed 26,100 lbs. filled to the roof.

2421. Unsatisfactory train service of the Canadian Pacific and Grand Trunk Railway Companies at Lennoxville, Que.

2422. Alleged overcharges by the Bell Telephone Company for long distance service at Montreal, Que.

2423. Canadian Express Company's charges on a basket of tomatoes from Toronto to Newcastle, Ont.

2424. Canadian Pacific Railway Company, for allowing carloads of manure to stand in the vicinity of Complainant's hotel at St. Jerome, Que.

2425. Material used by the Canadian Northern Railway Company for filling between Makaroff and Deepdale, Man., being about one-third stones, which roll down on to Complainant's property.

2426. Lack of station agent at Hazelmere, B.C., on the Great Northern Railway.

2427. Damage to land near Iberville Junction, Que., by the Canadian Pacific Railway Company, owing to sectionmen digging to stop fires which they have started.

2428. Alleged excessive fare charged by the Grand Trunk Railway Company between Valleyfield and Soulanges, Que.

2429. Moving of station from Curzon to Yahk, B.C., on the Canadian Pacific Railway.

2430. Père Marquette Railroad Company's passenger rates between Corunna and Sarnia, being excessive when compared with rates between other points.

2431. Canadian Pacific Railway Company, for not settling for right of way through Complainant's homestead in the southern quarter of Section 7, Township 35, Range 7, west of the Fourth Meridian, Alta.

2432. Unqualified man employed by the Brockville, Westport and Northwestern Railway Company in the capacity of Locomotive Foreman and Engineer.

2433. Construction of a branch line by the Grand Trunk Railway Company at a point on the Toror to Belt Line Railway west of Windermere Ave., in the Township of York.

2434. Canadian Northern Railway Company, for delay in settling for right of way across Section 26, Township 7, Range 3, W. 2nd M., and west half of Section 32, Township 2, Range 6, W. 2nd M., Sask.

2435. Whistling of Grand Trunk Railway Company's engines in the rear of Complainant's residence on Argyle Avenue, Ottawa, Ont.

2436. Refusal of the Great Northern Railway Company to carry explosives on its mixed trains to Hazelmere, B.C.

2437. Changing of classification of squabs, by the Dominion Express Company, from poultry to merchandise, resulting in an advance in rates.

2438. Closing of station at Escuminac, Que., on the Quebec Oriental Railway.

2439. Freight rates on a bag of scrap shipped from Sussex, N.B., to Yarmouth, N.S., via the Intercolonial and Dominion Atlantic Railways.

2440. Rate charged by the Grand Trunk Railway Company on a car of mixed fruit from Toronto to Orillia, as compared with rate from Toronto to Midland.

2441. Filling up of a branch of the Elk River by the Canadian Pacific Railway Company, thereby flooding Complainant's land near Elko, B.C.

2442. Annoyance caused by shunting, bell ringing, whistling, smoke, &c., of the Canadian Pacific Railway Company's engines in the vicinity of Westmount, Que.

2443. Alberta Railway and Irrigation Company, respecting car of apples frozen owing to delay in delivery at Lethbridge, Alta.

2444. Excessive rates charged by the Canadian Pacific Railway Company for hauling coal in the Province of Alberta.

2445. Alleged overcharge by the Alberta Railway and Irrigation Company on a shipment from Calgary to Raymond, Alta.

2446. Delay to gasoline engine shipped from Penetanguishene to Wabamun, Alta., via the Canadian Pacific and Grand Trunk Pacific Railways.

2447. Lack of station agent and unloading platform for freight at Wabamun, Alta., on the Grand Trunk Pacific Railway.

2448. Overcrowding of trains to Wabamun, Alta., on the Grand Trunk Pacific Railway.

2449. Station platform of the Canadian Pacific Railway Company at Theodore, Sask., being too short.

2450. Freight service provided by the Canadian Pacific Railway Company between Montreal and Joliette, Que.

2451. Dangerous crossing on the Vegreville-Calgary Branch of the Canadian Northern Railway Company between Sections 25 and 26, Township 43, Range 20, W. 4th M., Alta.

2452. Overcrowding of Sunday trains on the Central Vermont Railway between Montreal and Waterloo.

2453. Delay of the Canadian Pacific Railway Company in moving loaded cars from a private siding at Montreal, Que.

2454. Alleged excessive switching charge of the Grand Trunk Railway Company at Sarnia, Ont.

2455. Refusal of the Canadian Northern Railway Company to settle claim for sow killed on their track near Dana, Sask.

2456. Alleged excessive charges on shipment of household goods from Harrison's Mills, B.C., to Toronto, Ont., via the Canadian Pacific Railway.

2457. Unsatisfactory car supply provided at Belleville, Ont., by the Grand Trunk Railway Company.

2458. Noise made by the Canadian Pacific Railway Company's engines near Davenport Road, Toronto, Ont.

2459. Proposed location of the Canadian Pacific Railway through Erskine cemetary grounds, on the southwest corner of Lot 26, Concession 2, Township of Pickering, Ont.

2460. Refusal of the Canadian Pacific Railway Company to settle a claim for money expended in locating lost baggage.

2461. Alleged excessive passenger rates charged by the British Columbia Express and the Fort George Lumber and Navigation Companies, on their Fraser River steamers.

2462. Inadequate car supply of the Canadian Pacific Railway Company for hay shipments at Louiseville, St. Barthlemy, and St. Cuthbert, Que.

2463. Grain rates on the Great Northern Railway from Hayfield to Brandon and from Roseland to Brandon, Man.

2464. Lack of proper drainage on the Canadian Northern Railway between Lots 214, 215 and 216, Concession 1, Township of Chatham, Que.

2465. Alleged overcharge on Pullman ticket, Montreal to Toronto, via the Grand Trunk Railway.

2466. Trestle built by the Canadian Northern Railway Company across Main street, Emerson, Man., being too low.

2467. Proposed location of the Canadian Pacific Railway Company's sidewalk connecting its station-house at Belle Plaine, Sask., with the town walk.

2468. Inadequate car supply at Verner, Ont., for hay shipments, on the Canadian Pacific Railway.

2469. Change of time of the Quebec Oriental Railway Company's train from Matapedia to New Carlisle, June 22, 1911, without proper notice.

2470. Condition of fences and cattle guards at Laprairie, Que., on the Grand Trunk Railway.

2471. Unsanitary condition of the Grand Trunk Railway Company's Stuart street station, Hamilton, Ont.

2472. Inconvenience caused to shippers from flag stations on the Esquimalt and Nanaimo Railway, owing to conductors not being authorized to sign shipping bills for freight received.

2473. Unsatisfactory service of the Canadian Express Company respecting the picking up of empty cream cans in the City of Montreal, Que.

2474. Quality of coal used on the Canadian Northern Railway between Prince Albert and Big River, Sask., being dangerous fuel for use in timbered country.

2475. Goods being held in railway companies' sheds for an excessive length of time before delivery.

2476. Refusal of the Canadian Pacific Railway Company to place crossing sign boards at two public crossings in the Parish of Grand Falls, N.B.

2477. Delay of the Canadian Northern Railway Company in transferring hog shipments from Strathcona, Alta., causing loss in weight.

2478. Refusal of Express Companies to deliver goods to a point outside the town limits of Walkerville, Ont.

2479. Alleged discrimination against complainants by the Great Northern Railway Company, in the matter of rates on meat from Sapperton to Vancouver, and their inability to supply refrigerator cars for local business in British Columbia.

2480. Rates charged by the Campbellton and Gaspé Steamship Company on ginger beer and other soft drinks.

2481. Additional charges of $5.00 by the Bell Telephone Company for the use of a long distance telephone receiver, at Montreal, Que.

2482. Danger caused by the burning of rubbish by employes of the Canadian Northern Railway Company, at Waseca, Sask.

2483. Increase in rate on fresh fish, by the Dominion Express Company, from Gimli to Winnipeg, Man.

2484. Canadian Pacific and Grand Trunk Railway Companies' increase in freight rates on apples between Nova Scotia points and Western Canada points.

2485. Inadequacy of the Canadian Pacific Railway Company's fire guards in the District of Lougheed, Alta.

2486. Shortage of cars on the Canadian Pacific Railway at Bury, Que.

2487. Non-fencing of the Canadian Northern Railway on the southeast quarter of Section 2, Township 18, Range 20, W. 2nd M., Sask.

2488. Rates charged Dawson people by water from Whitehorse to Dawson.

2489. Rates charged on the White Pass and Yukon route.

2490. Express rates charged by the Wells Fargo Company.

2491. Rate charged by the Grand Trunk Railway Company on a shipment of gentian root from New York to London, Ont.

2492. Validation charges by the Canadian Pacific Railway Company on four tickets, Toronto to Seattle and return.

2493. Unsatisfactory train service provided by the Canadian Pacific Railway Company at Markstay, Ont.

2494. Refusal of the Canadian Pacific Railway Company to remunerate complainant for trunk lost in transit, Moosomin to Broadview, Sask.

2495. Discharge of an engineer by the Grand Trunk Railway Company for refusing to work excessive hours.

2496. Unsatisfactory condition of crossing provided for complainant by the Grand Trunk Pacific Railway Company in the southwest quarter of Section 8, Township 21, Range 12, W. 2nd M., Sask.

2497. Alleged increase in express rates on caskets.

2498. Dominion Express Company's rates on sour cream to Vancouver, B. C.

2499. Failure of the Canadian Pacific Railway Company to furnish Complainant with a farm crossing in Lot 23, Concession 6, Township of Ops, Ontario.

2500. Aleged excessive charge on a car of wheat shipped from Plunket, Sask., to Fort William.

2501. Handling of live stock in the Province of Alberta.

2502. Grand Trunk Pacific Railway Company, for conditions at Complainant's farm on the southeast quarter of Section 53, Township 4, Range 5, Alberta.

2503. Increase in rates on scrap iron on the Canadian Pacific Railway, from Winnipeg, Man., to Fort William, Ont.

2504. Inadequate car supply of the Canadian Pacific Railway Company at Orangeville, Ont.

2505. Loss of sewing machine in transit from Brockton, Mass., to Islay, Alta.

2506. Refusal of the Dominion Atlantic Railway Company to accept billing for apples for the west unless routed via the Canadian Pacific Railway, and to place other than the latter Company's cars for same.

2507. Inadequate car supply furnished by the Grand Trunk Railway Company for hay shipments from their Ottawa Division to United States points.

2508. Refusal of the Grand Trunk Railway Company's Agent at St. Martine, Que., to allow cars to be loaded with hay when they are fit for grain.

2509. Grand Trunk Railway Company, for prohibiting the loading of cars with hay that are fit for grain, also for increasing the rate on hay to United States points.

2510. Regulations in force on the Grand Trunk Pacific Railway by which cars of a certain company can only be loaded to points on that company's line.

2511. Unsatisfactory car supply at Complainants' yards between Caldwell and Madawaska on the Ottawa Division of the Grand Trunk Railway.

2512. Rate charged by the Canadian Pacific Railway Company on a car of fertilizer from Montreal, Que., to Andover, N.B.

2513. Overcharge by the Canadian Express Company on a parcel shipped from Toronto to Niagara.

2514. Running of light engines out of Kamloops on the Canadian Pacific Railway for a distance exceeding 23 miles without a Conductor.

2515. Refusal of the Canadian Northern Railway Company to accept freight for shipment on their line from Radville northerly toward Moosejaw.

2516. Delay of the Quebec and Lake St. John Railway Company in returning a refrigerator car loaded to Chicoutimi.

2517. Cattle killed on the Canadian Northern Ontario Railway owing to a gap in the fence at Lot 20, Concession A, Township of McDougall, Ont.

2518. Cow killed on the Canadian Northern Railway about a mile east of Margo, Sask., owing to cattle-guards being in poor condition.

2519. Alleged shortage of cars on the Grand Trunk Railway at Ottawa, Ont., for shipments of white pine lath to points in the United States.

2520. Dangerous crossing of the Canadian Pacific Railway at the Crookston-Fuller Road, about a mile east of Ivanhoe Station, Ont.

2521. Sleeping car rates on the Intercolonial Railway between Montreal and Bathurst, N.B.

2522. Overcharge for berth accommodation on the Canadian Pacific Railway Company's steamer between Fort William and Owen Sound.

2523. Freight rates charged on SS. *Canada* from Campbellton to the coast on goods shipped over the Intercolonial Railway to Campbellton for furtherance.

2524. Unsanitary condition of lavatories in stations of the Canadian Pacific Railway Company at Carleton Place, Brockville and Ottawa.

2525. Delay of the Grand Trunk Railway Company in settling a claim in connection with an overcharge on a car of ties delivered to the Quebec, Montreal and Southern Railway Company at St. Hyacinthe.

2526. Freight rates on hay from points on the Canadian Pacific Railway between Aylmer and Coulonge to United States points.

2527. American Express Company, for holding a parcel addressed to Complainants in Customs Warehouse at Montreal, Que., without advising them.

2528. Delays in the Grand Trunk Railway Company's freight service, Delhi to St. Catharines, and Simcoe to Hamilton, Ont.

2529. Unsatisfactory telegraph service from Chilliwack to Vancouver, B.C., and the outside world.

2530. Unsatisfactory car supply on the Canadian Pacific Railway at Alfred, Ont.

2531. Overcharge for berth accommodation on the Canadian Pacific Railway Company's steamer between Fort William and Owen Sound.

2532. Delay to car of Contractor's plant, chlorate of potash, &c., shipped from Fort Frances to Hammond, Ont., via the Canadian Northern and Canadian Pacific Railways.

2533. Inadequate car supply of the Canadian Pacific Railway Company for hay shipments from the Parish of St. Guillaume, Que., and freight charges on same.

2534. Increase in rates of the Dominion Express Company between Victoria and Vancouver, and New Westminster.

2535. Delay of the Grand Trunk Railway Company in furnishing a C.P.R. refrigerator car at Whitby, Ont.

2536. Delay of the Canadian Northern Railway Company in fencing their right-of-way through Complainant's property on their Winnipeg-Virden Branch.

2537. Lack of fencing on the Canadian Northern Railway Company's right-of-way at Banning, Ont.

2538. Inadequate service of the Grand Trunk Railway Company in connection with excursion to Valleyfield, Que., and return, August 16, 1911.

2539. Delay of the Canadian Northern Railway Company in settling for damage to Complainant's garden in the construction of their right-of-way near Riddell, Sask.

2540. Dangerous condition of crossing on Lots 221 and 223, Concession B, Township of Chatham, Que., on the line of the Canadian Northern Ontario Railway Company.

2541. Unsatisfactory car supply of the Grand Trunk Railway Company at St. Justine and Glen Robertson for shipments of hay to the United States.

2542. Refusal of the Grand Trunk Railway Company to refund amount they overcharged for admission fee, on tickets to a horse show.

2543. Refusal of the Canadian Express Company to accept a parcel at Quebec, Que., for transfer to the Dominion Express Company at Edmundston, N.B., for furtherance to Woodstock, N.B.

2544. Proposed increase in rates on mechanically ground wood pulp, by the Grand Trunk and Niagara, St. Catharines and Toronto Railway Companies.

2545. Delay of the Canadian Pacific Railway Company in settling claim for cook stove damaged in transit from Pakenham to Haliburton, Ont.

2546. Refusal of the Quebec Oriental Railway Company to settle claim for horse killed on their line near Maria Capes, Que., owing to fence being defective.

2547. Grand Trunk Pacific Railway Company, for delay in paying Complainant for services rendered.

2548. Loss of a box of tinware shipped from Fort Frances to Stuartburn, Man., via the Canadian Pacific Railway.

2549. Storage charge of the Canadian Northern Railway Company on a blanket at Edmonton, Alta.

2550. Shortage of cars on the Canadian Northern Railway at Calder, Sask.

2551. Rates charged by the Canadian Pacific Railway Company on stock and poultry specifics from London, Ont., to Western Canada points.

2552. Speed of Canadian Pacific Railway Company's trains along Main Street, Kamloops, B.C.

2553. Regulations of the Canadian Pacific Railway Company respecting the unloading of stumping powder at Nakusp, B.C.

2554. Alleged excessive charge on parcel by the Canadian Northern Express Company, from Mountain Grove to Bancroft, Ont.

2555. Canadian Pacific Railway Company's Agent at Apple Hill, Ont.

2556. Delay of the Bell Telephone Company in installing telephone at Hamilton, Ont.

2557. Rate of speed at which trains cross Main Street, in the town of Gladstone, Man.

2558. Closing of the Great North Western Telegraph Company's office at Thetford Mines, Que.

2559. Inadequate freight and passenger accommodation at Salmo, B.C., on the Great Northern Railway.

2560. Unsatisfactory farm crossings over the Transcontinental and Canadian Pacific Railways at Saint Basile, N.B.

2561. Alleged exorbitant charge of the Bell Telephone Company for telephone service at Montreal, Que.

2562. Delay at Sydney, N.S., to a shipment of eggs from Truro, N.S., to Whitney Pier, N.S., by the Canadian Express Company.

2563. Unsatisfactory train service of the Canadian Pacific Railway Company at Markstay, Ont.

2564. Canadian Pacific Railway Company's additional charge for cartage at Toronto, Ont.

2565. Canadian Northern Railway Company's classification of wire fence in coils.

2566. Unsatisfactory connection between the Canadian Pacific and Grand Trunk Railway Companies' trains at North Bay, Ont.

2567. Inadequate supply of flat cars for loading poles on the Kingston and Pembroke Railway.

2568. Delay at Shellbrook to farm implements shipped from Winnipeg to Boutin, Sask., via the Canadian Northern Railway.

2569. Canadian Pacific Railway Company, for charging first class rate on settlers' effects from Chilliwack, B.C., to Grandview, Man.

2570. Unsatisfactory car supply of the Grand Trunk Railway Company for hay shipments from points on their Ottawa Division to the United States.

2571. Delays incurred in obtaining refund in cases where freight rates are paid twice, due to error of the railway company.

5272. Refusal of the Canadian Pacific Railway Company to settle claim for cattle killed on their line near Blairmore, Alta.

2573. Delay to two cars of stock at Kindersley, Sask., on the Canadian Northern Railway, without water.

2574. Proposed construction of spur by the Grand Trunk Railway Company to the Aylmer Canning Company's plant, at Aylmer, Ont.

2575. Unsatisfactory car supply of the Canadian Pacific Railway Company for wood shipments from Hebert, Que., to Montreal.

2576. Consignment of nursery stock destroyed by frost in transit on the Canadian Northern Railway from Neepawa to MacNutt, Sask.

2577. Refusal of the Canadian Pacific Railway Company to settle claims for breakage of sewer pipes in transit.

2578. Refusal of the Canadian Pacific Railway Company to settle claim for colt killed on their line at South Bay, N.B.

2579. Refusal of the Canadian Northern Railway Company to reimburse Complainant to full extent for lumber purchased to make grain doors, when none were furnished with cars supplied.

2580. White Pass & Yukon Railway Company, for running excursions on Sundays.

2581. Car of apples frozen in transit from Forest, Ont., to Dubuc, Sask., via the Canadian Pacific Railway.

2582. Alleged discrimination by the Canadian Pacific Railway Company against the town of Loveburn, Sask., in the matter of car supply for grain shipments.

2583. Unsatisfactory train service of the Quebec, Montreal and Southern Railway Company, between Iberville and Sorel, Que.

2584. Unsatisfactory train service of the Grand Trunk Railway Company to and from Paris, Ont.

2585. Unfairness of Section "D" of Rule 12, of Express Classification No. 2.

2586. Shortage of refrigerator cars on the Dominion Atlantic Railway for apple shipments from Berwick, N.S.

2587. Delay in transferring a shipment of sleighs from the Canadian Pacific Railway to the Canadian Northern Railway at Winnipeg, Man.

2588. Excessive rates on flour from Indian Head, Sask., to points on the Grand Trunk Pacific Railway.

2589. Inadequate accommodation for handling traffic at Shelburne, Ont., on the Canadian Pacific Railway.

2590. Boston & Maine Railway Company, for delay at Lennoxville to a car of grain for Stanstead, Que.

2591. Refusal of the Grand Trunk Railway Company to have early morning train to Toronto, stop at Goodwood, Ont.

2592. Grand Trunk Pacific Railway Company, for not making provision for the handling of grain and stock at Mirror, Alta.

2593. Car shortage on the Canadian Northern Quebec Railway at Montcalm, Que., for hay shipments to the United States.

2594. Conditions under which Complainant is furnished with cars by the Canadian Northern Railway Company at Delisle, Sask.

2595. Removal of passenger train on the Grand Trunk Pacific Railway between Edmonton and Mirror, via Tolfield, Alta.

2596. Delay of the Canadian Northern Express Company in settling claim for eggs lost in transit, Baldur to Winnipeg, Man.

2597. Condition of crossing on the Canadian Pacific Railway near Crombie's Flag Station, Ont.

2598. Freight classification on a building felt.

2599. Lack of switch lights on the Maniwaki and Prescott branches of the Canadian Pacific Railway.

2600. Car shortage on the Canadian Northern Quebec Railway at Montcalm, Que., for shipments of hay to the United States.

2601. Bell Telephone Company, for increasing rental on a phone at a point outside the city limits of Belleville, Ont.

2602. Canadian Express Company's Agent at Paris, Ont., not being supplied with proper facilities for the prompt handling of business at that point.

2603. Conditions on the Grand Trunk Pacific Railway during the strike of the Machinists and Boilermakers.

2604. Refusal of the Canadian Northern Railway Compnay to settle claim for case of matches lost in transit, Saskatoon to Fairmount, Sask.

2605. Delay of the Canadian Northern Railway Company in settling claim for loss of shipment of gloves from Acton to Bladworth, Sask.

2606. Condition of highway crossing on the Grand Trunk Railway opposite Lot 93, between Concessions 2 and 3, Township of Tay, Ont.

2607. Inadequate accommodation provided by the Canadian Pacific Railway Company at Marchand Station, Que.

2608. Dangerous crossing of the Grand Trunk Railway Company at Stave Road, near Port Credit, Ont.

2609. Dangerous crossing of the Grand Trunk Railway Company at Centre Road, near Port Credit, Ont.

2610. Car shortage at Wroxton, Sask., on the Canadian Northern Railway, for the handling of grain from that point.

2611. Proposed construction of freight yard by the Père Marquette Railway Company at Erieau, a summer resort near Chatham, Ont.

2612. Alleged overcharge on fare by the Grand Trunk Railway Company, from Richmond to Acton Vale, Que.

2613. Unsatisfactory car supply of the Canadian Pacific Railway Company at Louiseville, Que.

2614. Inadequate station accommodation provided by the Canadian Pacific Railway Company at Cadogan, Alta.

2615. Refusal of the Georgian Bay and Seaboard Railway Company (C.P.R.), to furnish Complainant with an under-crossing in Lot 24, Concession 6, Township of Ops, Ont.

2616. Inadequate accommodation provided by the Canadian Northern Railway Company at Englefield, Sask.

2617. Inadequacy of cattle guards in the District of New Westminster, B.C.

2618. Proposed increase in rates on compressed hay on the Quebec, Montreal and Southern Railway.

2619. Grand Trunk Pacific Railway Company, for not making prompt delivery of goods and not forwarding promptly grain and other shipments from Melville, Sask., and district.

2620. Inadequate car supply of the Canadian Pacific Railway Company at Rocanville, Sask.

2621. Excessive cartage charges made by the Canadian Pacific Railway Company for delivery of a barrel of apples in the City of Toronto, Ont.

2622. Rate charged by the Canadian Pacific and Grand Trunk Railway Companies on sewer pipe from Hamilton to Russell, Ont.

2623. Car shortage on the Canadian Northern Railway at Dunrea, Man.

2624. Alleged discrimination by the Canadian Northern Quebec Railway Company in the distribution of empty cars at Louiseville, St. Casimir, and other points, for hay shipments to the United States.

2625. Unsatisfactory service of the Woodstock, Thames Valley and Ingersoll Electric Railway Company.

2626. Car shortage on the Canadian Northern Railway for wheat shipments from Hallboro, Sask.

2627. Car shortage on the Canadian Northern Railway at Vista, Man.

2628. Failure of the Dominion Atlantic Railway Company to supply Complainant with refrigerator cars for the transportation of apples from Aylsford.

2629. Dangerous condition of crossing on the Canadian Pacific Railway at Durham Street, Walkerton, Ont.

2630. Shortage of cars on the Canadian Northern Railway at Verigin, Sask.

2631. Unsatisfactory facilities for placing cars to load hay at Stittsville, Ont., on the Canadian Pacific Railway.

2632. Rate on salt herring in car load lots from Halifax to Ottawa and Shawville.

2633. Alleged excessive charge by the Canadian Express Company on a parcel from Montreal to Ottawa.

2634. Dangerous condition of Stave Bank and Centre Road crossings on the Grand Trunk Railway near Port Credit, Ont.

2635. Alleged excessive charge by the Canadian Pacific Railway Company on a parcel from Ottawa to Fort Coulonge, Que.

2636. Alleged overcharge by the Quebec, Montreal and Southern Railway Company on shipment of hay, Yamaska to Brighton, Mass.

2637. Refusal of the Michigan Central Railway Company to weigh at port of entry, coal shipments to St. Catharines, Ont.

2638. Dangerous crossing on the Wabash Railway between the Village of Stamford and Lundy's Lane.

2639. Unsafe condition of the roadbed of the London and Port Stanley Railway, now being operated by the Père Marquette and Michigan Central Railroad Companies.

2640. Dominion Express Company, for lack of delivery service and inadequate accommodation for the proper handling of express in the city of Strathcona, Alta.

2641. Condition of engines running out of Melville, Sask., on the Grand Trunk Pacific Railway.

2642. Delay of the Grand Trunk Railway Company in constructing spur near Nelles Corners, Township of North Cayuga, Ont.

2643. Failure of the Canadian Pacific Railway Company to furnish private crossing over their line near Revelstoke, B.C.

2644. Shortage of cars on the Canadian Northern Railway for grain shipments from the west.

2645. Express rates on empty oyster containers from western points to Winnipeg, Man.

2646. Obstruction of traffic by the Canadian Northern Railway Company's trains at their crossings on Jessie and Corydon Avenues, Winnipeg, Man.

2647. Delay of the Canadian Pacific Railway Company in refunding amount collected by them for demurrage on a car of feed at Sherbrooke, the delay in unloading being due to an omission on the part of their agent at Owen Sound.

2648. Unsatisfactory train service provided by the Grand Trunk Pacific Railway Company at Rivers, Man., during the strike of Machinists and Boilermakers on that road.

2649. Shortage of refrigerator equipment on the Canadian Northern and Canadian Pacific Railways.

2650. Freight rates on groceries by boat, from Montreal Wharf to Point St. Peter, Que.

2651. Overcharge by the Canadian Northern Quebec Railway Company on a car of lath from Lac St. Joseph to Lorette, Que.

2652. Poor telegraph service furnished by the Canadian Northern Telegraph Company at Pelly, Sask.

2653. Failure of the Canadian Northern Railway Company to furnish Complainant with a suitable farm crossing at Lot 2, Township of Worthington, Ont.

2654. Medical fees charged by railway companies to men in construction gangs.

2655. Failure of the Grand Trunk Railway Company to furnish Complainant with a farm crossing at Lot 12, Concession 9, Township of Ops, Ont.

2656. Flooding of road by the Grand Trunk Railway Company in the vicinity of Reaboro, Ont.

2657. Rate on coal via the Canadian Pacific Railway to St. Mary's, Ont.

2658. Price offered by the Canadian Northern Railway Company for right of way through property near Kamloops, B.C.

2659. Express rates on sulkies and carts.

2660. Dangerous crossing of the Grand Trunk Railway at Omemee Road, near Reaboro, Ont.

2661. Scarcity of cars to handle grain from western points.

2662. Charges of the Dominion and Canadian Express Companies from Bedford, Que., to Toronto, Ont.

2663. Rates charged by Telegraph Companies for press despatches to Sault Ste. Marie, Ont.

2664. Shortage of cars on the Canadian Northern Railway at Ste. Thècle, Que., for hay shipments to the United States.

2665. Express rate on shipment of poultry from Pictou to Ottawa, via the Canadian Northern and Canadian Express Companies.

2666. Freight rates charged by the Great Northern Railway Company on carload lots from New Westminster to Hazelmere, B.C.

2667. Refusal of the Dominion Express Company to settle claim for loss of shipment from Trout Lake, B.C., to Petoskey, Mich.

2668. Dangerous condition of railway crossing at Cromer, Man.

2669. Refusal of the Canadian Pacific Railway Company to furnish a party rate from Toronto to Buffalo.

2670. Alleged discrimination in switching rates on cars into New Westminster, B.C., via the British Columbia Electric Railway.

2671. Unsatisfactory location of the Canadian Pacific Railway Company's station at Fruitvale, B.C.

2672. Unsatisfactory location of highway crossing over the Canadian Pacific Railway at Fruitvale, B.C.

2673. Delay of the Canadian Pacific Railway Company in settling for damage to go-cart in transit from Wingham, Ont., to Toronto.

2674. Unsatisfactory accommodation and service provided by the Grand Trunk Railway Company on special train, Toronto to Hamilton, Brantford and other points.

2675. Exorbitant rate charged by the Bell Telephone Company for connection between Cartierville, Que., and Montreal.

2676. Condition of the Canadian Pacific Railway Company's station at Gatineau, Que.

2677. Blocking of farm crossing by the New York Central Railroad Company at Huntingdon, Que.

2678. Excessive freight rates charged by the Canadian Pacific Railway Company on building paper and other material from Montreal to Fort Coulongo, Que.

2679. Grand Trunk Pacific Railway Company, for not carrying out agreement relative to station to be erected at Skeena City, B.C., they having renamed this station "Mann."

2680. Canadian Northern Railway Company's station platform at Roblin, Man., being too small.

2681. Inadequate station accommodation of the Canadian Northern Railway Company at Roblin, Man.

2682. Unsatisfactory condition of stock yard of the Canadian Northern Railway at Roblin, Man.

2683. Shortage of cars on the Canadian Northern Railway for grain shipments from the West.

2684. Refusal of the Bell Telephone Company to install a telephone in a flat at Montreal, Que.

2685. Alleged excessive charge by the Dominion Express Company on a shipment from Brandon to Wolseley, Sask.

2686. Express rates on cream west of Port Arthur.

2687. Express rates on cream and milk.

2688. Charges for return of empties by Express Companies

2689. Inadequate accommodation in the Grand Trunk Railway Company's freight sheds at Quebec, Que.

2690. Condition of the Canadian Pacific Railway Company's stock yards at Cardston, Alta.

2691. Condition of the Canadian Pacific Railway Company's stock yards at Winnipeg, Man.

2692. Running of light engines on the Canadian Pacific Railway between Carleton Junction and Ottawa without a conductor.

2693. Unsatisfactory train service furnished by the Grand Trunk Railway Company from Montreal to St. Isidore Junction and Hemmingford, Que.

2694. Delay of the Canadian Northern Ontario Railway Company in erecting bridge, to replace wooden one removed, across River Rouge.

2695. Lack of fencing on the Great Northern Railway in the vicinity of Elko, B.C.

2696. Coldness of station and inadequate siding accommodation of the Great Northern Railway Company at Elko, B.C.

2697. Alleged discrimination by the Canadian Pacific Railway Company against the village of Brownlee, Sask., in the matter of car supply for grain shipments.

2698. Refusal of the Canadian Pacific Railway Company to furnish heated car service for shipments of less than ten thousand pounds.

2699. Alleged overcharge by the Canadian Northern Railway Company on a shipment of household goods from Dutton, Ont., to Craik, Sask.

2700. Car shortage on the Canadian Pacific Railway at Yellow Grass, Sask.

2701. Alleged discrimination by the Canadian Pacific Railway Company against Perdue, Sask., in the matter of car supply for wheat shipments.

2702. Delay of the Canadian Northern Railway Company in settling for pea harvester short in shipment from Ailsa Craig, Ont., to Kitscoty, Alta.

2703. Refusal of the Canadian Pacific Railway Company to compensate Complainant for three horses killed on their line near Windthorst, Sask., due to cattle-guards being removed.

2704. Alleged excessive charge on empty poultry boxes from Stratford to Uniondale, due to being handled by both the Canadian and Dominion Express Companies.

2705. Delay of the Canadian Northern Railway Company in clearing snow blockade west of Kindersley, Sasl.., to allow train service to be resumed on the Goose Lake Branch.

2706. Delay to shipments to and from Pelly, Sask., on the Canadian Northern Railway.

2707. Shortage of cars for grain shipments at Pelly, Sask., on the Canadian Northern Railway.

2708. Delay of the Canadian Northern and Canadian Pacific Railway Companies in refunding fare due to mistake made in issue of ticket by the former Company's Agent at Fort Saskatchewan.

2709. Delay of the Canadian Northern Telegraph Company in transmitting messages at Pelly, Sask.

2710. Grand Trunk Pacific Railway Company, for accepting free land grant for siding, and then failing to erect station and start a townsite at Lamartin, Alta., as promised.

2711. Condition of the Grand Trunk Railway Company's station and platform at Bulstrode, Que.

2712. Condition of the Canadian Pacific Railway Company's station at Farm Point, P.Q.

2713. Refusal of the Canadian Pacific Railway Company's Agent at Arendale Station to allow Complainant to pile ties beside siding at that point.

2714. Delay of the Canadian Northern Railway Company in settling for right-of-way through farms.

2715. Condition of cattle-guards on the Père Marquette Railroad in the Township of Sandwich South, Ont.

2716. Lack of fencing on the Père Marquette Railroad in the Township of Sandwich South, Ont.

2717. Shortage of cars for the shipment of grain from Benito, Man., on the Canadian Northern Railway.

2718. Canadian Pacific Railway Company, for obstructing farm land near Alameda, Sask., with snow fences.

2719. Equipment of the Oshawa Street Railway, with regard to fenders and brakes.

2720. Steps on pilot ploughs of passenger engines running out of Nelson, B.C., on the Canadian Pacific Railway, throwing snow up in front of the engine, so as to obstruct the view ahead.

2721. Delay to engine in transit on the Canadian Northern Railway from Winnipeg, Man., to Stenem, Sask.

2722. Distribution of cars for grain traffic at St. Gregor, Sask., on the Canadian Northern Railway.

2723. Alleged excessive rate charged by the Grand Trunk Railway Company on a shipment of coal from Preston to Doon, Ont.

2724. Alleged excessive freight rate on coal from Calgary to Cheadle, Alta., on the Canadian Pacific Railway.

2725. Delay to shipments of freight from Toronto to Carp, Ont., via the Grand Trunk Railway.

2726. Condition of the Canadian Pacific Railway Company's stock loading platform at Hudson Heights, Que.

2727. Estimated weight of a cubic yard of gravel as contained in the Canadian Classification No. 15.

2728. Grand Trunk Railway Company, for not holding their train No. 2 for connection with No. 64 at Brantford, Ont., January 19, 1912.

2729. Dangerous condition of crossing on the Canadian Pacific Railway between Sections 5 and 6, Township 40, Range 19, W. 3rd M., Sask.

2730. Grand Trunk Railway Company's station at Laprairie, Que.

2731. Delay of the Canadian Northern Railway Company in settling for right of way through complainant's farm, and in providing him with a culvert in the Northeast quarter of Section 14, Township 8, Range 2, W. 2nd M., Sask.

2732. Train service provided by the Grand Trunk Railway Company to and from Laprairie, Que.

2733. Blocking of farm crossings by the Canadian Pacific Railway Company in the Townships of Salaberry and Wolfe, District of Terrebonne, Que.

2734. Dangerous crossing over the Canadian Pacific Railway at Horne Ave., Mission City, B.C.

2735. Circular alleged to have been sent out by Railway Companies to their Agents advising them that they are not to acknowledge to the Consignee that a car is in bad condition when so received.

2736. Alleged double charge on a shipment of personal effects from Mt. Vernon, Wash., to Deseronto, Ont.

2737. Train service to and from Pelly, Sask., on the Canadian Northern Railway.

2738. Dangerous crossing of the Grand Trunk Railway Company at Main street, in the village of Uxbridge, Ont.

2739. Dangerous crossing of the Canadian Pacific Railway Company at road north of Raglan, in the Township of East Whitby, Ont.

2740. Dangerous crossing of the Grand Trunk Railway Company at Brock street, just west of Uxbridge station, Ont.

2741. Discrimination in favour of the rolling mills in the matter of classification of scrap steel rails from outside points to Montreal, Que.

2742. Dangerous crossing of the Canadian Pacific Railway Company at Locust Hill, Ont.

2743. Dangerous crossing of the Grand Trunk Railway Company in the town of St. Marys, Ont., between the station and the freight shed.

2744. Delay of the Grand Trunk Pacific Railway Company in furnishing complainant with title for property bought in Swalwell, Alta., on the Tofield-Calgary branch.

2745. Dangerous crossing on the line of the Canadian Pacific Railway Company, ten miles west of London, Ont.

2746. Shortage of cars for grain shipments at Woodnorth, Man., on the Canadian Northern Railway.

2747. Alleged overcharge by the Dominion Express Company on a parcel shipped from Vancouver to Calgary.

2748. Dangerous crossing on the line of the Toronto, Hamilton and Buffalo Railway Company, a short distance west of the station at Silverdale, Ont.

2749. Delay of the Canadian Northern Railway Company in moving a car of cordwood from Elphinstone to Oak River, Man.

2750. Express rates to points on the Central Ontario Railway.

2751. Express rates to points on the Central Ontario Railway.

2752. Discontinuance of sleeping car service by the Grand Trunk Railway Company between North Bay and Toronto, on trains 46 and 47.

2753. Inefficiency of the Grand Trunk Pacific Railway Company's cattle guards.

2754. Delay of the Bell Telephone Company in furnishing complainant with telephone service, in the city of Toronto, Ont.

2755. Withdrawal of telephone service from Glamis, Ont., by the Bell Company.

2756. Dominion Express Company's alleged excessive charges for cash C.O.D. collections and remittances.

2757. Proposed line of the Grand Trunk Pacific Railway Company from Calgary to Lethbridge, passing Barons, Alta., without entering same.

2758. Dangerous crossings in the village of Corinth, Township of Bayham, Ont., on the Grand Trunk Railway.

2759. Dangerous crossing south of Post Office of South End, Township of Stamford, Ont., on the Grand Trunk Railway.

2760. Shortage of cars for the handling of hay shipments from Alfred, Ont., on the Canadian Pacific Railway.

2761. Shortage of cars for the handling of hay shipments from St. Remi, Que., on the Grand Trunk Railway.

2762. Dangerous crossing on the line of the Canadian Pacific Railway Company between Hudson and Boyerbourg, at Mount Victoria Hill, Ont.

2763. Shortage of cars for the shipment of hay from St. Cuthbert, Que., on the Canadian Northern Quebec Railway.

2764. Shortage of cars on the Canadian Pacific Railway for the shipment of turnips from Ayer to the United States.

2765. Delay to car of oats shipped from McAuley, Man., to Walkerton, Ont., via the Canadian Pacific Railway.

2766. Refusal of the Canadian Pacific Railway Company to furnish their own cars for the shipment of hay from Cobden, Ont., to the United States.

2767. Shortage of cars on the Grand Trunk Railway for the shipment of hay from Howick Jct., Que.

2768. Blocking of crossing between Lots 10 and 11, Township of Markham, Ont., by the Canadian Pacific Railway Company.

2769. Delay of the Canadian Northern Railway Company in settling for right of way through complainant's farm at Yorkholme, Alta.

2770. Dangerous crossing on the line of the Toronto, Hamilton and Buffalo Railway Company, in the Township of Ancaster, Ont., known as "Gerrie's Crossing."

2771. Lack of shelter at Twin City Junction, Ont., on the Canadian Northern Railway.

2772. Express rates charged by the Canadian Express Company between Toronto and Clinton, Ont., as compared with rates between Toronto and Wingham, Ont.

2773. Dangerous crossing on the line of the Grand Trunk Railway Company, five miles north of Bracebridge, Ont., known as "Moore's Crossing."

2774. Carload rates on iron, steel and pipe, Montreal to Winnipeg, and Winnipeg to Vancouver, as compared with through rate from Montreal to Vancouver.

2775. Unsanitary condition of lavatory in the Grand Trunk Railway Company's station at Berlin, Ont.

2776. Dangerous crossing on the line of the Canadian Pacific Railway Company at mileage 105·4, Smith's Falls subdivision, on Lot 19, Concession 4, Township of Oxford, County of Grenville, Ont.

2777. Dangerous crossing on the line of the Grand Trunk Railway Company between the Counties of Hastings and Lennox and Addington, Ont.

2778. Dangerous crossing on the line of the Grand Trunk Railway Company at King Street, Peterboro, Ont.

2779. Delay of the Canadian Pacific Railway Company in furnishing information with regard to the whereabouts of cars in transit.

2780. Train service of the Canadian Pacific Railway Company to and from the village of Gimli, Man.

2781. Unsatisfactory train service furnished by the Inverness Railway and Coal Company.

2782. Condition of bridge and approaches at Belair Station, Que., on the Canadian Pacific Railway.

2783. Dangerous crossing on the line of the Grand Trunk Railway Company about half a mile west of Keene Station, in the Township of Otonabee, Ont.

2784. Dangerous crossing on the line of the Grand Trunk Railway Company at Oxford Street, Brantford, Ont.

2785. Dangerous crossing on the line of the Grand Trunk Pacific Railway Company at Main street, Ituna, Sask.

2786. Dangerous crossing on the line of the Canadian Pacific Railway Company near Port Burwell, Ont.

2787. Dangerous crossing on the line of the Grand Trunk Railway Company at Clarkson, Ont.

2788. Dangerous crossing on the line of the Grand Trunk Railway Company at Burford road, just outside the city limits of Brantford, Ont.

2789. Dangerous crossings on the line of the Grand Trunk Railway Company between Harriston and Owen Sound, near the village of Allenford, Ont.

2790. Unsatisfactory gate protection at crossings of the Canadian Northern and Canadian Pacific Railway Companies in the County of Selkirk, Man.

2791. Unsatisfactory passenger train service provided by the Canadian Pacific Railway Company to and from Winchester, Ont.

2792. Refusal of the Canadian Pacific Railway Company to provide farm crossing on their line two miles west of Austin, Man.

2793. Grand Trunk Railway Company, for furnishing box cars for cattle shipments and basing charges on the minimum weight when it is impossible to load that weight of cattle in a box car.

2794. Proposed increase in express rates from St. Thomas to Windsor, Ont.

2795. Delay of the Dominion Express Company in settling claim for loss of shipment of eggs owing to delay at Balcarres, Sask,

2796. Unsatisfactory handling of a car of horses from Paisley, Ont. to Vancouver, B.C., via the Grand Trunk and Canadian Pacific Railways.

2797. Employment of an inexperienced night operator at Brockville, Ont., by the Canadian Pacific Railway Company.

2798. Refusal of the Canadian Northern Railway Company to compensate Complainant for amount expended in providing grain doors for a car.

2799. Dangerous crossing on the line of the Grand Trunk Railway Company at Ontario Street, Stratford, Ont.

2800. Dangerous crossing on the line of the Grand Trunk Railway Company at Little Lakes, about two miles east of Stratford, Ont.

2801. Shipment of live stock in open cattle cars during the cold weather.

2802. Refusal of the Canadian Pacific Railway Company to take freight consigned to Indian Lorette, Que., to be transferred to the Quebec & Lake St. John Railway Company at Quebec, Que.

2803. Alleged overcharge by the American Express Company on a shipment of sheep from Arkell to Amherstburg, Ont.

2804. Disturbance and annoyance caused by a crowd of drunken men in the sleeping car "Calcutta" on the Canadian Pacific Railway Company's train en route Toronto to Ottawa, February 7, 1912.

2805. Dangerous crossing on line of the Canadian Pacific Railway Company, about half a mile east of the village of Chatsworth, Ont.

2806. Alleged excessive charge by the Dominion Express Company on a canoe shipped from Kippewa to Roberval, Que.

2807. Car shortage, delay in forwarding loads of grain, and delay in placing empty cars for loading, at Kelson, Sask., on the Canadian Northern Railway.

2808. Dangerous condition of bridge over the St. François River, on the Quebec, Montreal and Southern Railway.

2809. Dangerous crossing on the line of the Canadian Pacific Railway Company at Worthington, Ont.

2810. Dangerous crossing on the line of the Grand Trunk Railway Company near Allenford, Ont.

2811. Dangerous crossing on the line of the Grand Trunk Railway Company about a quarter of a mile south of Allenford, Ont.

2812. Dangerous crossing on the line of the Canadian Pacific Railway Company between Dunmore and Medicine Hat, Alta.

2813. Shortage of sectionmen on the line of the Canadian Northern Railway Company near Saskatoon, Sask.

2814. Refusal of Express Company to accept oxygen for shipment on Sunday, when same was necessary to preserve life.

2815. Unsatisfactory train service and accommodation provided by the Grand Trunk Railway Company at Ormstown, Que.

2816. Unsatisfactory train service on the line of the Central Vermont Railway Company between Farnham and Frelighsburg, Que.

2817. Cattle guard protection of the Grand Trunk Pacific Railway Company in the District of Easterhazy, Sask.

2818. Lack of fencing on the Canadian Northern Railway Company's right of way through the Municipality of Nutana, Sask.

2819. Dangerous crossings on the line of the Michigan Central Railway Company in the Village of Springfield, Ont.

2820. Unsatisfactory arriving time of the Grand Trunk Railway Company's train No. 22 at Aylmer, Ont., in the morning.

2821. Delay in getting cars of coal moved from Buffalo to North Bay over the Grand Trunk Railway.

2822. Dangerous crossing on the line of the Canadian Northern Railway Company about three miles west of Starkville station, Ont.

2823. Dangerous crossing on the line of the Canadian Northern Railway Company one mile west of Starkville Station, Ont.

2824. Proposed route of electric railway line, Port Colborne to Port Erie, through Crescent Beach, Township of Bertie, Ont.

2825. Section foreman being compelled to remain on section and signal station duty for thirty-six consequetive hours at Oshawa, on the Grand Trunk Railway.

2826. Delay of the Grand Trunk Railway Company in forwarding shipment of coal from the frontier to Clarksburry, Ont.

2827. Shortage of cars for the shipment of hay from points along the Nation River on the Canadian Pacific Railway Company's Montreal and Ottawa short line.

2828. Excessive switching charge assessed by the Grand Trunk Pacific Railway Company on shipments between Westfort and Port Arthur, Ont.

2829. Dangerous crossing on the line of the Grand Trunk Railway Company, half a mile south of Norwich, Ont.

2830. Unsatisfactory train service, Caledonia to Hamilton, Ont., on the Grand Trunk Railway, February 5, 1912.

2831. Delay to shipments from Toronto to Bancroft, Ont., via the Canadian Northern Railway.

2832. Bell Telephone Company's charge for moving a telephone from one house to another at Toronto, Ont.

2833. Dangerous crossing on the line of the Canadian Northern Railway Company at Manvers road, Bowmanville, Ont.

2834. Dangerous crossing on the line of the Grand Trunk Railway Company at Hurontario street, between Nattawa and Duntroon, Ont.

2835. Shortage of cars for the shipment of hay at Meath, Ont., on the Canadian Pacific Railway.

2836. Canadian Pacific Railway Company, for charging more than the quoted rate for hay shipments from Winchester, Ont., to Long Dock, Jersey City.

2837. Location of the Grand Trunk Railway Company's stock yards in the Village of Stanfold, Que.

2838. Dangerous crossing on the line of the Grand Trunk Railway Company at St. Jean Baptiste street, Stanfold, Que.

2839. Delay to wheat shipped from Bradwell, Sask., to Winnipeg, Man., on the Grand Trunk Pacific Railway.

2840. Regulations governing car supply for grain shipments at Eyebrow, Sask.

2841. Canadian Pacific Railway Company, for delay to a shipment of lawn mowers from Guelph, Ont., to Liverpool, England.

2842. Rates on the Port Arthur, Duluth and Western Railway between North Lake and Port Arthur, on piling, lumber, &c.

2843. Train service provided by the Central Vermont Railway Company between Montreal and Chambly, Que.

2844. Dangerous crossing on the line of the Dominion Atlantic Railway Company, at Berwick, N.S.

2845. Dangerous crossing on the line of the Grand Trunk Railway Company at the road leading to Cardinal, Ont.

2846. Shortage of cars for the shipment of hay from Carp, South March and Kinburn, Ont., on the Grand Trunk Railway.

2847. Express rates charged on goods shipped from Belleville to Bancroft, Ont.

2848. Rates on grain from points on the line of the Alberta Railway and Irrigation Company, to Port Arthur and Fort William.

2849. Inefficiency of cattle guards on the Grand Trunk Pacific Railway.

2850. "Lake and rail" rate on stock feed from Galt, Ont., to River Qui Barre, Alta., via the Grand Trunk and Grand Trunk Pacific Railways.

2851. Dangerous crossings on the line of the Grand Trunk Railway Company at Smithfield, on the Kingston road, between Brighton and Trenton, Ont.

2852. Impassable condition of crossing on the Canadian Pacific Railway at the Fourth Concession road, in the Township of Melancthon, Ont., owing to snow blockade.

2853. Shortage of cars on the Grand Trunk Railway for the shipment of lumber from Martin's siding, White Hall and Bear Lake, and alleged discrimination in the matter of supply.

2854. Atlantic, Quebec and Western Railway Company, for failing to settle for right of way through complainant's property.

2855. Canadian Northern Railway Company, for failing to settle claim for damage to fanning mills shipped to Kindersley, Sask.

2856. Railway company charging more than advertised rates on shipment of seed grain from Brandon, Man., to Ogema, Sask.

2857. Dangerous crossing on the line of the Canadian Northern Railway Company, at Rosslyn road, Twin City Junction.

2858. Delay to coal at frontier points for St. Catharines, Ont.

2859. Rate charged on a shipment of household effects from Clayburn, B.C., to Ottawa, Ont., by the Canadian Pacific Railway Company.

2860. Refusal of the Canadian Pacific Railway Company to settle claim for damage to fruit by frost while in transit from Brandon, Man., to Govan, Sask.

2861. Delay to shipment of coal between Massena Springs, N.Y., and Arnprior, Ont.

2862. Canadian Express Company's rate on cigars between St. Thomas and Picton, Ont.

2863. Passenger rates charged on the London and Port Stanley Electric Railway.

2864. Rates charged by the Canadian Pacific Railway Company on empty banana crates.

2865. Refusal of the Canadian Pacific Railway Company to pay full amount of claim for horse killed on their right of way near Banff, Alta.

2866. Shortage of cars for the shipment of hay from St. Polycarpe, Que., on the Grand Trunk Railway.

2867. Dangerous crossing on the line of the Grand Trunk Railway Company in the Town of St. Marys, Ont.

2868. Dangerous crossing on the line of the Canadian Pacific Railway Company, one and a quarter miles east of McNaught Station, Ont.

2869. Dangerous crossing on the line of the Canadian Pacific Railway Company, one and a quarter miles east of McNaught Station, Ont.

2870. Dangerous crossing on the line of the Grand Trunk Railway Company at Elizabeth street, St. Marys, Ont.

2871. Dangerous crossing on the line of the Grand Trunk Railway Company at Elgin street, St. Marys, Ont.

2872. Unsatisfactory car supply of the Grand Trunk Railway Company at Hawkesbury, Ont.

2873. Unsatisfactory train service of the Grand Trunk Railway Company between Fort Covington and Montreal.

2874. Dangerous crossing over the Grand Trunk and Canadian Pacific Railways at Queen street, Lindsay, Ont.

2875. Grand Trunk Pacific Railway Company, for cutting off water supply for complainant's cattle, on farm in the Northeast quarter of Section 14, Township 51, Range 20, W. 4th M., Alta.

2876. Canadian Northern Express Company, for collecting charges on a parcel shipped from Everett, Wash., to Kuroki, Eask., when same were prepaid at shipping point.

2877. Proposed increase in tariff rate on granite and stone by the Boston and Maine Railroad Company.

2878. Backing of trains from Hull, Que., to Ottawa, Ont., on the Canadian Pacific Railway.

2879. Lack of fence protection on the Irondale, Bancroft and Ottawa Railway in the vicinity of Wilberforce, Ont.

2880. General loading facilities provided by the Canadian Pacific Railway Company at Cowley, Alta.

2881. No trains being run on the Maryfield to Lethbridge Branch of the Canadian Northern Railway.

2882. Condition of engines running on the Quebec, Montreal and Southern Railway.

2883. Dangerous crossing on the line of the Grand Trunk Railway Company, between Trenton and Brighton, Ont.

2884. Delay and expense caused by the Grand Trunk Railway Company being unable to furnish a car to load horses at Clinton, Ont.

2885. Telephone charges over the Hastings and Bell Telephone Companies' lines from Roxboro to Belleville, Ont.

2886. Refusal of the Canadian Pacific Railway Company to entertain claim for overcharge on shipment of immigrant's effects from Graceville, Minnesota, to Kerrobert, Sask.

2887. Refusal of the Canadian Northern Railway Company to entertain claim for heifer killed on their right of way owing to there being no cattle guards at crossing.

2888. Freight rates on brick from Bradford, Penn., to points in Canada.

2889. Cattle pass under the Grand Trunk Railway on farm in Lot 13, Concession 9, Township of Ops, being too narrow.

2890. Proposed changing of location of Benton siding between Oyen and Sibbald, Alta., on the Goose Lake Branch of the Canadian Northern Railway.

2891. Dangerous crossing on the line of the Grand Trunk Railway Company in the Village of Lynden, Ont.

2892. Delay to hog shipments on the Grand Trunk Railway, from Chatham, Ont., to Montreal, Que.

2893. Loss of boiler in transit from Belleville, Ont., to Shawinigan Falls, Que., on the Grand Trunk Railway.

2894. Condition of fences, gates, cattle guards and station of the Quebec Oriental Railway in the municipality of Nouvelle and Shoolbred, Que.

2895. Loss of goods from Bassano Station, Sask., on the Canadian Pacific Railway.

2896. Alleged excessive express rate from Winnipeg, Man., to Victoria, B.C.

2897. Shortage of cars at Harris, Sask., on the Goose Lake Branch of the Canadian Northern Railway.

2898. Train service of the Grand Trunk Railway Company beween Montreal and Massena Springs, and their refusal to install an Agent at St. Philomene Station.

2899. Canadian Pacific Railway Company, for expenses incurred while waiting delivery of a shipment of household furniture at Ogema, Sask., which had gone astray.

2900. Car rental charged on shipment of lumber from Shawanaga to Humberstone by the Canadian Pacific Railway Company, said rental accruing while waiting transfer of car to the Grand Trunk Railway at Hamilton.

2901. Delay to a shipment of cattle at Calgary, on October 23, 1911.

2902. Location of the Central Vermont Railway Company's freight shed at Farnham, Que., obstructing the view of crossing over the tracks of the Central Vermont and Canadian Pacific Railway Companies.

2903. Delay to passengers at Kindersley, Sask., on the Canadian Northern Railway, owing to there being no train service.

2904. Dangerous crossing under the tracks of the Canadian Pacific Railway Company at Saskatchewan River bridge.

2905. The way in which the Canadian Northern Railway is being constructed across Complainant's land in the northwest quarter of Section 10-65-22, W. 4th M., Alta., and proposed diversion of highway at that point.

2906. Rates on coal on the Canadian Northern Railway from Lethbridge and Taber districts.

2907. Lack of drainage on the Arborg extension of the Canadian Pacific Railway in the rural Municipality of Bifrost, Man.

2908. Delay at Calgary, Alta., to a shipment of live stock from Ohaton and Didsbury, Alta., to Vancouver, B.C., on the Canadian Pacific Railway.

2909. Location of the Grand Trunk Railway Company's spur track at Belleville, Ont., resulting in damage to corner of house on east side of Pinnacle street.

2910. Loss and damage to goods shipped from Nelson, B.C., on the Canadian Pacific Railway.

2911. Dangerous crossing on the line of the Canadian Pacific Railway Company in the Village of Norwood, Ont.

2912. Refusal of the Canadian Pacific Railway Company to furnish Complainant with a farm crossing at Swift Current, Sask.

2913. Failure of the Grand Trunk Railway Company to make connection at Belleville, Ont., for Madoc, Ont.

2914. Canadian Pacific Railway Company, cancelling tariff 1983, E. and N. 163, which increased the track scale allowance from 500 to 1,000 lbs.

2915. Dangerous crossing on the line of the Canadian Pacific Railway Company at Wilson street, Perth, Ont.

2916. Refusal of the Canadian Northern Ontario Railway Company to provide Complainant with two farm crossings in Lot 23, Township of Cramahe, Ont.

2917. Alleged discrimination by the Grand Trunk Railway Company in the matter of car supply on the Ottawa Division.

2918. Classification of motor boats being shipped in end-door cars.

2919. Dangerous condition of the Central Vermont Railway Company's bridge over the Yamaska River at Farnham, Que.

2920. Canadian Pacific Railway Company, for not keeping to the same furrows when ploughing fire guards, and refusing to compensate Complainant for land taken.

2921. Train service of the Canadian Pacific Railway Company to and from Mortlach, Sask.

2922. Condition of highway crossings over the Canadian Pacific Railway between Sections 7 and 18, 8 and 17, Township 9, Range 25, W. 4th M., Alta.

2923. Shortage of cars for shipments of hay and alleged discrimination in supply on the Grand Trunk Railway at Rockland, Ont.

2924. Rates on coal via the Canadian Pacific and Canadian Northern Railways from Elcan to Colgate, Sask.,

2925. Refusal of the Canadian Pacific Railway Company to compensate Complainant for stock killed on their right of way at Petit Creek, B.C.

2926. Discrimination in the matter of car supply by the Canadian Pacific Railway Company at Mortlach, Sask.

APPENDIX B.

LIST OF APPLICATIONS HEARD AT PUBLIC SITTINGS OF THE BOARD FOR THE YEAR ENDING THE 31st MARCH, 1912.

2683. Application, C. O. Ry., under Sec. 178, for authority to take lands in the Tp. of Hillier, being part of Lots 19 and 20, Con. 3, owned by John Rupert and Charles Young respectively. (File 2177·3).

Order made granting the application.

2684. Application, C. N. O. Ry., under Sec. 167, for approval of revised location at Smith's Falls, mile 37·8 to 40·8 from Ottawa, Ont. (File 3878·345).

Order made granting the application.

2685. Application C. N. O. Ry., under Sec. 237, for authority to cross the C. P. Ry. at Smith's Falls, Ont. (File 3878·167).

Order made granting the application.

2686. Application, G. T. Ry., under Sec. 229, for an Order directing the installation of an interlocking plant at the expense of the C. P. Ry. at the crossing a short distance west of Fergus, Ont. (File 16842).

Order made granting the application. Plant to be installed by the 1st of August, 1911.

2687. Application C. N. O. Ry., under Sec. 227, for authority to cross the C. P. Ry. near Jacques Cartier Jct., mile 49·3 south from Hawkesbury, Ont.

(NOTE).—Board will take up matter of crossing C. P. Ry. spur tracks to stone quarry of Perrault and Audy. (Adjourned hearing). (File 2342·2).

Order made. C. N. O. Ry. to bear the cost of the work. Applicants to file detail plans for the Chief Engineer's approval.

2688. Application G. T. P. Branch Lines Co., under Sec. 159, for approval of revised location of its Calgary Branch from the N.E. quarter of Section 30, Range 25, Township 27, West 4th Meridian, South Alberta, Alta., mile 163·97 to mile 181·64. (Adjourned hearing). (File 10821·23).

Matter stands. Order to issue, upon report of Board's Engineer.

2689. Application Southern Central Pacific Ry. for approval of location from N.W. quarter, Section 25-6-3, West 5th Meridian, to Section 35-5-4 West 5th Meridian, Alberta. (File 16355·1).

Order made approving Company's location from mileage 0 to mileage 7·84. (Order No. 13391).

Limiting the height of freight cars. (File 16932).

2689*a*. Board decided not to issue any order in the matter.

2690. Petition of the residents of the vicinity of Groveton, Ont., for an Order requiring the C. P. R. to install a station and platform at the 9th Concession, Township of Edwardsburg, known as "Ingram's Crossing," Ont. (File 16854).

Application withdrawn.

2691. Application C. N. O. Ry., for approval of location through the Townships of Loughborough, Storrington and Bedford, mile 164·26 to 180·51 from Toronto, Ont. (File 3878·354).

Order made approving location. (Order 13757).

2692. Opening for traffic and crossing of highways by the Canadian Northern Railway Company between Hallboro and Beulah, Man. (File 8318.4).

Order made authorizing the opening of the Company's line for traffic from Hallboro to Beulah. (Order 14090).

2693. Grand Trunk Pacific Branch Lines Company crossing highways between Section 31-32-6 and Section 18-21-11, West 2nd Meridian, Districts of Yorkton and Assiniboia, Saskatchewan. (File 10863·13).

No Order made. See judgment of the Chief Commissioner delivered at the hearing, 4th April, 1911.

2694. Application G. B. & S. Ry. (C.P.R.), under Sections 222 and 237, for authority to construct an industrial spur for the Victoria Harbour Lumber Co. in Lot 13, Concessions 5, 6, and 7, Township of Tay, at Victoria Harbour, Ont., crossing the County Road. (File 16715).

Order made granting the application.

2695. Application C. N. R. and C. P. R. for leave to state case forming subject of appeal to Supreme Court against Order of the Board No. 12520 dated September 10, 1910. (File 12682).

Order made granting leave to appeal to the Supreme Court of Canada from Order of the 10th December, 1910. Applicant to expedite hearing thereof at the next sitting of the Supreme Court. (Order No. 13529).

2696. Application, Montreal Board of Trade Transportation Bureau for an order requiring G. T. R., C. P. R. and C. N. Q. Rys. to rescind their regulation to the effect that freight will not be accepted at their freight sheds after 5 p.m.

Also requiring railways to furnish proper cartage service for handling freight traffic to their freight sheds. (File 17061).

Order made that not later than the 1st May, 1911, the respondents receive into their warehouses all freight tendered for shipment from vehicles which have reached warehouses by 5 o'clock p.m. from 15th November to 14th March inclusive, and 6 o'clock p.m. from 15th March to 14th November inclusive provided Order shall not be construed by respondents to prevent them accepting shipments of freight without discrimination later than said hours. (Order 13474).

2697. Application Berliner Gramophone Co., of Montreal, P.Q., for an Order directing Railway Companies to provide a carload rating on and to include gramophones in the musical instrument list of the Canadian Classification. (File 16453·1).

Judgment reserved.

2698. Application Ottawa Dairy Co., the Guaranteed Pure Milk Co., J. D. Duncan Co., the J. J. Joubert, Limited, and others for an Order authorizing the Railway Companies to handle cream as baggage the same as milk. (File 16939).

Judgment reserved.

2699. Consideration of the matter of protection at G. T. R. crossing at Sherman Ave., Hamilton, Ont.

(Note).—Board will take up question of operation of gates at night. (File 4452. Case 1223).

No further order necessary.

2700. Application C. N. O. Ry., under Sections 252, 256 and 257, for authority to construct overhead farm crossing south half of Lot 27, Concession B, Township of Scarboro, Ont. (File 3878·356).

Order made directing applicant company to construct an overhead farm crossing. Work to be completed within thirty days from 1st May, 1911. (Order 13564).

2701. Application C. P. R. (Lessees South Ontario and Pacific Ry.) under Section 159, for approval of location from a point in Lot 6, Concession 2, Township of Nassagaweya, near Guelph Junction, southerly 16·18 miles to connection with T. H. & B. Ry., in Lot 28, Concession 1, Township of West Flamboro, near Hamilton, Ont., and under Section 176 to expropriate lands of G. T. R. (File 1852·1).

Order made approving location plans.

2702. Application, G. T. Ry., under Section 178, for authority to take certain additional lands being composed of the central part of Lot No. 1035, northeast of

Cardigan St., in the Canada Company's Survey, Guelph, Ont. (Adjourned hearing). (File 15976).

Order made adding Canada Company a party to the proceedings and directing that applicant company be authirized to take the lands, as applied for. (Order 13785).

2703. Application, C. P. Ry., under Sections 167, 237, 176 and 258, for authority to alter the location of its railway crossing, the Eramosa Road, Norwish St., and the City Lane, Guelph, for authority to take possession of, use and occupy the lands of the G. T. Ry., and for approval of its proposed new station. (Adjourned hearing). (File 15984).

(NOTE).—The application to take possession of, use and occupy the lands of the G. T. Ry., is the portion of the application to be heard.

Board decided that no action was necessary unless Company renews application.

2704. Application, G. T. Ry. for authority to rearrange its two existing team tracks across Norwich St., Guelph, and to construct two additional team tracks, one across Norwich St., and another upon a portion of Cardigan St, and across Norwich St. (Adjourned hearing). (File 15185).

Order made authorizing applicant company to rearrange its existing team tracks across Norwich St., Guelph. The question of protection to be provided at Elora Road and Norwich St., reserved for future consideration. Order No. 15256 cancelled. (See Order 15377).

2705. Application, G. T. R. for approval of the plans of the Toronto Grade Separation, Part 1.

Humber River Bridge. (East Abutment, West Abutment, and Centre Pier). (File 588-8).

Order made approving of plans of east and west abutments of centre pier of Humber River Bridge, subject to terms and conditions set forth in Order-inCouncil of 31st March, 1911. Mr. Devins, property owner affected, to be compensated for any injury to his property by erection or location of centre pier. (See Order 13608).

2706. Separation of Grades, Toronto, Ontario.

The G. T. and C. P. Ry. Cos. and City of Toronto are directed to show cause why the orders of the Railway Committee of the Privy Council, dated the 3rd of October, 1903, and the 1st January, 1904, directing the railway companies, or one of them, to erect a steel bridge at the foot of Young Street, Toronto, should not be rescinded and the time fixed for the filing and approval of plans for the viaduct and station and completion of the works. (File 588, Case No. 3322).

Order made amending order No. 7200, of 9th June, 1909, by directing that work be completed within two years from the 1st of August, 1911, and providing that companies be liable for a penalty of $100 a day for each day they are in default under the order. Also providing that plan filed with the Board, April 27th, 1909, be amended by showing York street opened to Lake street, and that a subway the full width of the street be provided through the elevated portion of the railway lines and tracks, and that the question of compensation to be made to the Canadian Pacific Railway Company for lands taken be reserved for further consideration. (See Order No. 13568 and Order No. 16019).

2707. Complaint, Canadian Retail Coal Association, respecting freight rates charged on coal from Rouse's Point and Massena Springs, N.Y., to Alexandria, Ont. (File 17124).

Complaint abandoned as to Messina Springs.

Order made that respondent company's special tariff on coal and coke from Rouse's Point be amended so as not to exceed the rates designated in order. Such rates to be effective not later than the 15th January, 1912. (See Order No. 15540).

2708. Complaint, Dominion Millers Association against rates on flour to maritime provinces from points governed by G.T.R. tariff, C.R.C., E 2285 and C.P.R. tariff C.R.C., E 2040. (File 17112).

Order made dismissing application. (See Order No. 14250).

2709. Complaint, Connecticut Oyster Co., against rates charged by Express Companies on returned empties to Toronto, Ont., form points in Western Canada. (File 4397, Case No. 3693).

Order made refusing application.

2710. Complaint, H. Walker & Son, Guelph, Ont., alleging discrimination in rates on oysters originating at New Haven, Conn., and destined to Guelph, Ont., as against rates to Brantford, St. Thomas and London. (File 4214.59).

Order made disallowing all joint tariffs on oysters from New Haven and certain other points to Toronto and Guelph, and directing Canadian and Dominion Express Companies on or before the 1st November, 1911, to file with the Board certain joint tariffs as set forth therein. In the event of any dispute as to division between the Dominion and American Express Companies, the Board will decide the same. (See Order No. 14723.

2711. Application, Bell Telephone Company, for authority to amend the joint tariff for service in conjunction with the Michigan State Telephone Company, by raising the rate for Long Distance messages from Windsor to Port Huron, from forty cents to fifty cents per three minute conversations. (File 3574-30).

Order made dismissing the application. (See Order No. 13664).

2712. Application, Town of North Toronto, Ont., for an Order requiring the Bell Telephone Co. to reduce its tolls in and for the Town of North Toronto to conform to the tariff fixed for the city of Toronto, namely, $30 for residence and $50 for business telephone. (File 3574-34).

No Order made; the Bell Telephone Company undertaking to file a supplement to the tariff effective as, and from the 1st May, making the points from which excess mileage will be charged three-quarters of a mile instead of half a mile.

2713. Application, Ingersoll Telephone Comptny, for an Order disapproving of Agreement made between the Bell Telephone Company and the Burgessville Telephone Company, to connect with other companies and as to territory. (File 3639-72).

Application withdrawn.

2714. Application, Book Publisher's Section of the Toronto Board of Trade for revision of paragraph 2 of Section "D" of the Express Classification for Canada No. 2. (File 4397-3).

Order made refusing application. (See Order No. 15244).

2715. Application, G.T.R., under Section 178, to take lands of the Toronto Bolt and Nut Co., Ltd., part of Lots "A," "B" and "C," according to plan 176, Toronto. (File 588-16).

Judgment reserved.

2716. Application, G.T.R., under 178, for authority to take lands controlled by the Toronto and York Radial Railway, being part of Lot 40, Broken Front Concession, Township of York, 22,012 square feet. (File 588-17).

G.T.R. and York Radial to agree on description of land necessary for the work in question, with retaining wall. If parties unable to agree upon terms, Order to go for taking of land.

2717. Application, C.P.R., under Sections 222, 237, and 256, for authority to construct three spurs for the Can. Gen. Electric Co., Peterborough, Ont.

(Note).—Board will take up objection to location of spur filled by R. C. Braund. (File 15370).

Order made granting the application. Provision that no train or engine be operated over the highway between the hours of 7 a.m. and 6 p.m.

2718. Application, V.V. and E. Ry. and Nav. Co., under Section 167, for approval of amended location between Tulameen and Coquilhalla Summit.

(Note).—Locations from Otter Summit to Tulameen (mile 17 to mile 39), and from (mile 12 to mile 16) from Coquihalla Summit have been approved. Board will take up balance of location. (File 572-16).

Order made covering mile 0 to mile 12.

2719. Application, C.N.O. Ry., under Section 237, for authority to construct railway across public road, Lot 29, Township of Nepean, by means of an overhead structure. (File 3878-344).

Order made authorizing the crossing applied for by means of an overhead structure, to be constructed 25 feet in width in line of the highway, detailed plan to be submitted to Board's Engineer for approval. (Order No. 13655).

2720. Application, G.T.R. (C.A. Ry.), under Sections 167 and 237, for approval of plans showing changes in alignment of tracks in vicinity of Rideau Canal, across Main and Elgin streets, and Echo Drive, and to construct additional track across Echo Drive, Ottawa.

No Order necessary as an Order has already issued.

2721. Application, C.N.O. Ry., for authority to construct railway across highway, Lot 2, Concession 1, Township of Thurlow (now Lot 4, of Dundas street, Belleville, Ont., on the Commercial Bank plan). (File 3878-317).

Order made granting the application upon conditions set forth in the Order. (See Order No. 13849).

2722. Consideration of the matter of accidents to railway employees through falling from tenders of locomotives and means of protection therefrom. (File 17053).

No action taken.

2723. Application, C.P.R. (Atlantic and Northwest Ry.), under Sections 222, 227 and 237, for authority to construct branch line and spurs from a point on the Farnham Section at mile 8·04 thence across highway from St. Brigide, the C. V. Ry., and highway to Town of Farnham for about 1·7 miles into Military Camp Grounds. (File 17429).

Order made granting the application. The crossing to be protected by a Hayes derail, 150 ft. from each side of the crossing on the Central Vermont Ry. line. Spur to be used only during the camp and after the camp, the diamond to be removed.

2724. Application of the C. N. R. Co. for approval of location of its line from Davenport Road to MacLennan Ave., Toronto. (File 12021-29).

No action taken. Stands pending the filing of plans for location.

2725. Application of Southern Central Pacific Ry. Co., under Section 159 of the Railway Act, for approval of the location of its line of railway from Burmis to Section 2, Township 4, Range 6, west of the 5th Meridian, Province of Alberta. (File No. 16355).

Order made approving location of Company's line from mileage 0 to mileage 7·84. (See Order 13391).

2726. Application of Buctouche Ry. and Transportation Co., under Section 361 of the Railway Act, for approval of Amalgamation Agreement between the Moncton and Buctouche Ry. Co., Ltd., and the Buctouche Ry. and Transportation Co., dated 11th March, 1911. (File 16994).

Order made granting the application.

2727. Application, Nelson Telephone Co., for revision in terms of contract with Bell Telephone Co. (File 3839-93).

Bell Telephone Co. not objecting, contract cancelled.

2728. Application, Ingersoll Telephone Co., Ltd., Harrietsville Telephone Association, Ltd., Blenheim and South Kent Telephone Co., Ltd., Wheatley Telephone Co., Ltd., People's Telephone Co., of Forest, Ltd., South Lambton Telephone Co-Operative Ass'n., Port Hope Telephone Co., Ltd., Markham and Pickering Telephone Co., Ltd., Niagara District Telephone Co., Ltd., Brussels, Norris and Grey Mun. Telephone System and Consolidated Telephone Co., Ltd., for an Order directing the Bell Telephone Co., of Canada to provide long distance connection with their telephone systems respectively. (Adjourned hearing). (File 16171).

Order made directing the Bell Telephone Co. to connect its long distance telephone system with the system of the applicant companies herein, subject to conditions set forth in the order, thereby reserving to any interested persons or companies

to rescind or vary the order in whole or in part during the period of one year, and at the expiration of one year the subject matter of the order shall be re-heard should parties desire it. The Bell Co. to keep record of all inbound traffic and revenue derived therefrom destined to points on the lines of the applicant company. (See order No. 14184).

2729. Complaint of the Maritime Fish Corporation respecting Classification of Finnan Haddie in less than car loads. (File 15699).

Complaint withdrawn.

2730. Application, Canadian Oil Companies, Ltd., for an Order under Sections 315, 317, 336 and 338, declaring that the C.P.R. has unjustly discriminated against shipments of petroleum and its products from Toledo, O., and other points in the United States, to Toronto, Ont., and other points in Canada. (Adjounred hearing). (File 15330-1).

Order made that the legal rates chargeable on petroleum and its products in carloads from said points in the States of Ohio and Pennsylvania to Toronto, were the 5th class through rates in effect at the time the shipments moved as shown in the joint through tariffs published and filed with the Board in accordance with official classification 29, and subsequent issues thereof. (See order 14387).

2731. Application, Canadian Oil Companies, Ltd., for an Order declaring that G.T.R. has unjustly discriminated against shipments of petroleum and its products, from Toledo, O., and other points in the United States, to Toronto, Ont., and other points in Canada. (Adjourned hearing). (File No. 15330).

Order made that the legal rates chargeable on petroleum and its products in carloads from said points in the States of Ohio and Pennsylvania to Toronto, were the 5th class joint through rates in effect at the time the shipments moved as shown in the joint through tariffs published and filed with the Board in accordance with official classification No. 29, and subsequent issues thereof. (See Order 14387).

2732. Application, B.A. Oil Co., under Sections 315, 317, 321, 323, 333, 334, 336 and 338, *inter alia*, declaring that the C.P.R. has unjustly discriminated against crude oil shipments from Stoy, Ill., to Toronto, Ont., and for an Order declaring that the C.P.R. has overcharged the applicant on crude oil shipments from Stoy, Ill., to Toronto; and for an Order declaring that the legal toll chargeable by the C.P.R. is twenty cents in respect of such tariffs; and for an Order declaring that Order No. 7093, made on the complaint of the B. A. Oil Co., against the G.T.R. is equally binding on the C.P.R.; and for an Order directing the C.P.R. to pay the costs of this proceeding; and for such further and other Order as to the Board may seem just. (Adjourned hearing). (File 7529, Case No. 3269).

Order made declaring that the legal rate chargeable on carload shipments of crude oil from Stoy, Ill., to Toronto was the Fifth Class Joint Through Rate in effect at the time the shipments moved as shown in joint through Tariff filed with the Board and in accordance with Classification No. 29 and subsequent issues thereof. (See Order 14386).

2733. Applicataion, Canadian Oil Companies, Ltd., for an Order directing the G.T.R., C.P.R. and C.N.R. to establish a rate of 56 cents per 100 pounds from Petrolia, Ont., to Winnipeg, Man., on petroleum and its products. (Adjourned hearing). (File 15511).

Order made dismissing the application. (See Order No. 14352).

2734. Application, Town of Montreal East, P.Q., for authority to lengthen streets across tracks of Montreal Terminal and C.N.Q. Railways. (File 16903).

Order made granting application. Work to be done at the expense of the applicant.

2735. Application, City of Lachine, under sections 235 and 237, for an Order directing the G.T.R. to erect a public crossing at the intersections of Notre Dame St., Lachine, P.Q. (File 16502).

Permission granted to City of Lachine to do necessary planking at the crossing of Notre Dame St., in accordance with Board's highway regulations.

Order made directing that the crossing over the tracks of the G.T.R. at Notre Dame St., in the Town of Lachine, be converted into a regular highway crossing, the present conditions at the said crossing to be continued. (See Order 14462).

2736. Consideration of question of protection at first crossing east of St. Hyacinthe, P.Q., on the G. T. R. (File 9437-614).

Stands *sine die* for parties to negotiate.

2737. Consideration of question of protection at highway crossing one-quarter of a mile west of Louiseville Station, P.Q., between Lots 340 and 341, Concession Petite Rivière du Loup, County of Maskinongé, on C.P.R. (File 9437-450).

Order made rescinding Order No. 5131, dated August 5, 1908. The crossing at points *d* and *e* shown on plan to remain open as at present. (See Order No. 13747).

2738. Complaint, Village of St. Pierre, P.Q., relative to proposed crossing of Simplex St. by G.T.R. (File 14813).

Order made directing that the crossing at Simplex St. be made a regular highway crossing. Railway Company to file plans showing location of gates, and within 60 days after the approval of the plan to erect gates and maintain a day and night watchman. The Town of St. Pierre to reimburse the Company for wages of watchman Twenty per cent of the work to be paid out of the Railway Grade Crossing Fund (See Order No. 14462).

2739. Consideration of question of protection at level crossing of the C.P.R. at Prudhomme Ave., Notre Dame de Graces, P.Q. (File 9437-112).

Order made granting C.P.R. leave to construct a subway on Decarie Ave. on terms therein set forth. $10,000 to be paid out of The Railway Grade Crossing Fund, and one-fifth of the balance by the City of Montreal. (See Order 16102).

2740. Consideration of question of protection at crossing of G.T.R. at St. Rémi St., Montreal, P.Q. (File 9347-647).

Order made that the City of Montreal forthwith file plans showing location of gates to be installed at Elizabeth St. crossing which are to be erected within one month after approval of plans and to operate and maintain the same pending the completion of the work proposed by the G.T.R. Also that the City stop and prohibit vehicular traffic at St. Rémi crossing. The Railway Company to continue its watchmen at the point pending the completion of track elevation. (See Order 13779).

2741. Consideration of question of protection at the crossing of St. Elizabeth St., Montreal, P.Q., by G.T.R. (File 9437-635).

Order made that City of Montreal forthwith file plans showing location of gates to be installed at Elizabeth St. crossing which are to be erected within one month after approval of plans and to operate and maintain the same pending the completion of the work proposed by the G.T.R. Also that the City stop and prohibit vehicular traffic at St. Rémi crossing. The Railway Company to continue its watchmen at the point pending completion of track elevation. (See Order 13779).

2742. Petition of residents of New Glasgow, P.Q., alleging unsatisfactory service of the C.N.Q. Railway in that locality, also against the matter of handling trains at platform. (File 15120).

Application withdrawn.

2743. Petition, residents of St. Stanillas, St. Prosper, and St. Sevedin de Prouville, Champlain Co., P.Q., alleging unsatisfactory train service of C.N.Q. Railway. (File 17210).

Order made refusing application. (See Order No. 13985).

2744. Complaint, residents of Sorel, P.Q., alleging unsatisfactory passenger and freight service of Q. M. & S. Ry. and of condition of railway and station accommodation at Sorel and Pierreville, P.Q., and in *re* Order of the Board No. 5956, dated December 22, 1908. (File 7628).

Order made for station to be erected by September 1, 1911.

2745. Consideration of question of requiring additional facilities at Montfort Junction, P.Q., for the transfer of baggage and express. (C.N.Q. Ry.) File 7902, Case No. 3541).

Order made that C.P.R. Co. construct a platform at Montfort Junction. Work to be completed by August 1, 1911, and that the C.P.R. and C.N.Q.R. Cos. stop their trains opposite the platform at or close to the diamond. Order of Board No. 6084, dated January 14, 1909, rescinded. (See Order 14170).

2746. Complaint, Parish of St. Philippe, P. Q., alleging refusal of the C. P. R. to sell ten ticket series with the same reduction as granted in similar cases; also frequent inadequate train service to and from Montreal. (File 16910).

Order made that the C. P. R. stop on flag the west-bound Halifax morning train for six months and to keep a record of the passenger traffic and to have leave at the expiration of six months for recision of the Order. With regard to application for commutation tickets, the matter to be reheard.

2747. Application, Three Rivers Board of Trade, under Section 384, for an order directing the C. N. Q. Ry. and the C. P. R. to provide suitable accommodation at Garneau Station, also under Section 317, for proper shipping facilities on the said lines. (File 13994).

Order made that C.N.Q.R. run a mixed train on its Laurentian Subdivision to arrive at Garneau Junction 6.45 a.m. to connect with C. P. R. train for Three Rivers. Also a passenger or mixed train to leave Garneau Junction after 5.20 p.m. for Rivi-re Apierre connecting at Garneau Junction with C. P. R. train for Three Rivers. C. P. R. trains between Three Rivers and Garneau Junction not to be changed without approval of Board. These directions to be carried out by the 15th September, 1911. (See Order 14685).

2748. Complaint W. A. Stewart, Napiervills, P.Q., and Village of St. Cyprien, P. Q., *re* inadequate accommodation and unsatisfactory train service furnished by Napierville Junction Ry. (File 12070 and 11095).

As to question of jurisdiction raised, Board held had no jurisdiction. Permission given Company to make application, leave to apply within 30 days. If no application made, matter of complaint referred to Chief Operating Officer Board for Inspection and report.

Order made that the Napierville Junction Ry. Co. file plans by the 21st August, 1911, showing location of station building to be constructed at Delson Junction. The company to complete the work by the 21st August, 1911. Work to be done at the expense of the Ry. C. See subsequent Order, dated 7th November, 1911, providing that the station be completed within two months from that date. (See Order 14362).

2749. Complaint, residents of Ste. Sophie de la Corne, P. Q., alleging unsatisfactory service given by C.N.Q. Ry. in that locality. (File 15119).

Application withdrawn.

2750. Petition residents of St. Elzear de Laval, P.Q., for an Order directing the C.P.R. to stop its morning and night trains at Gauthier's siding, P.Q. (File 16696).

No Order made.

2751. Complaint Joseph Renaud, *et al.*, Parish of St. Jerome, P.Q., relative to the C. P. R. closing passenger and freight station at Lesage, P.Q. (File 16717).

Order made that Company's trains stop at Lesage, on flag.

2752. Complaint Municipal corporation, Village of Dorion (Vaudreuil Station, P.Q.), relative to blocking of natural drainage by the G. T. and C. P. Railway Companies, between the Railways' stations and river. (File 17339).

Order made that C. P. R. open the original drain blocked by construction of its tracks east of Vaudreuil Station in Vaudreuil., Que., so as to give proper drainage. (See Order 15171).

2753. Consideration of question or requiring the G. T. R. to fully protect by interlocked signals and derails the G. T. R. double track junction switch, junction

switch between the G. T. R. and the I. C. R., and the level crossing between the tracks of the C.P.R. and G.T.R. at St. Rosalie, P.Q. (File 16394).

Judgment reserved.

2754. Application, Town of Maisonneuve for an Order restraining the C. N. Q. Ry. from allowing its cars to lay along Jeanne Darc St. (File 16411).

Application withdrawn.

2755. Complaint, Lefevre & Mahon, Howick, P.Q., alleging excessive rates on hay from St. Edouard to Providence via the Q. M. & S. Ry. (File 16740).

Order made that the Naperville Junction Ry. be required to publish and file not later than the 1st September, 1911, joint through freight tariffs to points on the line of the New York, New Haven and Hartford Ry Co. by such reasonable and practicable and cheapest routes as may be available as has been done by the Q. M. & S. Ry. (See Order No. 14209).

2756. Application, City of Toronto, Ont., for an Order varying Order No. 10169 so far as it applies to Sunnyside and Keele street, and for approval of plan of pedestrian subway at the said crossings. (Adjourned hearing). (File 588-15).

No Order made. The matter settled by the parties.

2757. Petition, employees of the Rosamond Woollen Co., Almonte, Ont., praying that the highway crossing of the C. P. R. at Bank St., be left open. (Adjourned hearing). (File 16899).

Judgment reserved.

2758. Application, Township Front of Escott, for an Order directing the G. T. R. to construct a station and siding at 135 rods west of Brooker's Crossing, Lot 17, Concession 2. (Adjourned hearing). (File 4452, Case No. 1118).

Order made for overhead bridge. Twenty per cent of the cost to be paid out of The Railway Grade Crossing Fund. Twenty per cent by the Municipality and the balance by the Railway Company.

2759. Application, E. and B. Baxter, Township of Bertie, under Sections 221 and 226, for an Order directing the G. T. R. to construct, maintain and operate a branch line on Lot 10, Concession 7, to the applicants' stone quarry on Lot 4. Concession 8. (File 15113).

Order made that the applicants select which of the plans as outlined in the order they will accept in connection with the construction of the spur. Applicants to make their selection and notify the railway company within two months from the date of the receipt by them of copy of Order dated 12th October, 1911. (See Order 15282).

2760. Application G.T.R. under Section 178, for authority to take certain additional lands in the Parish of Rockfield, P.Q., for the purpose of enabling the applicants to comply with the terms and conditions of Order No. 10457, dated April 25, 1910. (File 9437-119).

Applicant Co. authorized to take for the purpose of enabling it to comply with the terms of Order No. 10457, dated 28th April, 1910, the lands set forth in the application. (See order No. 14687).

2761. Application G.T.R., under Sections 222 and 237, for authority to construct branch line and spur therefrom (including spur to premises of Goodyear Tire and Rubber Co., Bowmanville, Ont.), commencing at a point south of Station street, thence extending across Station street, Concession road, and extending along and across Hunt street, from Concession Road to a point north of Nelson street, crossing Pine, Anne, Park and Nelson streets, to a point south of Queen street, Bowmanville, Ont. (File 17440).

Order made granting application and dispensing with advertising.

2762. Application Lachine, Jacques Cartier and Maisonneuve Railway, under Section 237, for authority to construct its railway upon, along and across County de Montigny, Logan, Lafontaine, Harbour, Ontario, Forsyth, Hochelaga, Sherbrooke, Frontenai, Rachel, Masson streets, and Cote de la Visitation, Cote St. Michel, and Sault aux Recollets roads, Montreal, P.Q. (Adjourned hearing). (File 14329-3).

Order made approving location of the Applicant Companies line from westerly terminus to a point about 400 feet west of the C.P.R. Co's. crossing at Iberville street subway, subject to certain conditions; and referring back that portion of the location of the company's line from said point about 400 ft. west of the C.P.R. Co's. crossing to a point about one mile to the east thereof for negotiation between the Applicant Co. and the C.P.R. Co. If the companies cannot agree by the 12th of July, 1911, the Board will re-hear the question of the location. (See Order 13993).

2763. Application, Toronto and Eastern Ry., under Section 227, for authority to cross tracks of G.T.R., Port Perry Branch, at Whitby, Ont. (File 15881·5).

Order made granting application.

2764. Application, City of Vancouver, B.C., for an Order directing the V.V. and E. Ry. to construct and provide a suitable culvert or sewer under and across its railway from Front street to False Creek. (File 17394).

Order made that Railway Company construct a suitable culvert across its right of way, lands and tracks from Front street to False Creek, in the City of Vancouver, as shown on the plan filed, and to abate and remove any nuisance that exists by reason of an impediment in the said drain or sewer. Work to be completed by the 6th July, 1911, to the satisfaction of the Board's Engineer. (See Order 13988).

2765. Application, C.N.O. Ry., under Section 159, for approval of location through the Townships of McTavish and Sibley. District of Thunder Bay, mileage 524·96 to mile 548·45. (Adjourned hearing). (File 9188·29).

Stands for approval of new route by Minister of Railways.

2766. Application, C. N. O. Ry., under Section 159, for approval of location of part of its Sudbury-Port Arthur Division throughout the Townships of Nipigon, Lyon and Dorion, and through unsurveyed territory, District of Thunder Bay, mile 500 to 525 from Sudbury Jct. (Adjourned hearing). (File 9188·34).

Note.—Terms of Order to be spoken to.

Order made approving location of applicant company's line subject to conditions set forth in the Order. (See Order 13991).

2767. In the matter of protection to be provided at level crossing of G.T.R. and C.P.R. at Brock Ave., Toronto.

Note.—Board will further consider the application and the division of the cost of the work as per Order No. 13150. (File 9437·106).

Order made approving plan "B," filed with the Board. Cost of construction of subway to be borne and paid, $5,000 of The Railway Grade Crossing Fund; 20 per cent of the remainder to be paid by the City; 32 per cent by the Canadian Pacific Ry. Co., and 48 per cent by the Grand Trunk Ry. Co. (See Order 14079).

2768. Operation of Salisbury and Albert Ry. between Hillsboro and Albert. Railway Company is required to show cause why it should not be ordered to forthwith put its line in safe condition for operation and to operate it. (File 17183).

Judgment reserved. No Order made.

2769. Consideration of the C.P.R. time table, special rules or instructions making outer main track switches of all meeting and passing tracks the yard limits within the meaning of Rule 93, unless otherwise provided. (File 4135, Part 3).

Judgment reserved.

2770. Consideration of question of length of sections to be worked by section gangs on railways and the number of men to compose such section gangs. (Files 10170, 10170·1, and 10170·2.

Held that Board had no jurisdiction to make the Order asked for. Order No. 8111, dated September 15, 1909, rescinded. (See Order 13977).

2771. Consideration of question of removal of snow cleaning devices from locomotives, referred to in Clause "B" of the operative portion of Order No. 12287, dated November 3, 1910, in connection with the resolution of the Brotherhood of Locomotive Engineers. (File 1750·16, Part 4).

Order made that all Railway Companies operating snow ploughs shall on or before the first day of November, 1912, equip such ploughs with direct connection between the plough and the steam whistle of the locomotive, and with an air gauge, air controlling valve, and proper air connections between the plough and the locomotive; also that snow ploughs run as push ploughs shall be fitted with air pipe connections between the plough and the locomotive. (See Order 16007).

2772. Complaint, Storns Kilborn, Ochre River, Man., relative to C.N.R. right of way through his land, S.E. 10-24-17, West 1st Meridian. C.N.R. is required to show cause as to why the orders approving of the location and opening of this portion of the railway for traffic should not be rescinded on the grounds that the right of way has not been paid for. (File 12630·5).

Application withdrawn.

2773. Application, E. A. Tracey, of Tracey Station, N.B., for an Order directing the C.P.R. to instal an agent in the station at that point. (File 17122).

Application withdrawn.

2774. Application, C.P.R., for an amendment to Order of the Board *re* subway at St. Lawrence Boulevard crossing in town of St. Louis, P.Q., (File 10982).

Order made extending time for completion of the subway to the 15th September, 1911, without prejudice to any right the city may have against the contractor for alleged failure to complete the work within the time specified within contract. Wages of watchman employed at temporary crossing of the C.P.R. Co.'s track to be paid by the City of Montreal from the 15th May, 1911, to the date of completion of the construction of the subway and abolition of temporary crossing. (Order No. 13813, dated the 1st June, 1911, rescinded). (See Order 14078).

2775. Application, C.P.R., under Sections 159 and 237, for approval of location of an additional track (double track) from mileage 5·18 at Mile end to mileage 12·68 at Quebec Junction, Que. (File 17428).

Order made granting application.

2776. Application, C.P.R., under Section 237, for authority to construct additional track upon and across Pacific Ave., Montreal, P.Q. (File 17428·1).

Order made granting application. Question of protection reserved.

2777. Application, C.P.R., under Section 237, for authority to construct additional track across highway at mileage 724 between lots 346 and 639, Parish of St. Laurent, Montreal, P.Q. (File 17428·2).

Order made granting application. Question of protection reserved.

2778. Application, C.P.R., under Section 237, for authority to construct additional track across highway at mile 9·91 at Bourdeaux, in lot 289, Parish of Sault aux-Recollets, Montreal, P.Q. (File 17428·3).

Order made granting application. Question of protection reserved.

2779. Application C.P.R., under Section 237, for authority to construct across highway at mileage 10·21 in Lot 256, at Pare Laval Station, Parish of St. Martin. (File 17428·4).

Order made granting application. Question of protection reserved.

2780. Application, C.P.R., under Section 237 for authority to construct across highway at mileage 11·0 between lots 256 and 258 in the Parish of St. Martin. (File 17428·5).

Order made granting application. Question of protection reserved.

2781. Application, C.P.R., under Section 237 for authority to construct double track across highway at mile 12·08, in lots 343 and 344 at St. Martin Station. (File 17428·6).

Order made granting applicataion. Question of protection reserved.

2782. Application, Town of Shawinigan Falls, P.Q., under Sections 237, 238 and 240 of the Railway Act, for an Order directing the C.N.Q. Ry. to modify the highway called 'Station Avenue' across which the said Railway Company's track is con-

structed within the limits of the Town of Shawinigan Falls, so that said highway "Station Avenue" be carried over the said company's tracks. (File 9437-42).

Order made that the town file plans within one year from the 9th June, 1911, for approval of the Board for a subway on Station Avenue, carrying said avenue below the tracks of the railway. Also that Town be granted leave to construct subway in accordance with plans filed, to be completed within one year from the date of approval of plans. The cost of work to be divided and apportioned, $5,000 out of The Railway Grade Crossing Fund. (For terms see Order 14351).

2783. Application of City of Brandon, Man., for an Order requiring that the C.P.R., the G.N.R., and the C.N.R. provide a transfer track between their respective railways in Brandon, Man. (File 14820).

Order made for construction of an interchange track on 25th street extending from the G.N.R. to the C.N.R. Right-of-way on 25th Street to be provided by the City of Brandon. The City to pay all land damages. Track to be operated by C.N.R., and to be completed by 15th July.

2784. Application, of C.N.R., under Section 222 of the Railway Act, to construct spur track on blocks 17 and 18, and 61, 62, 63 and 64, from Russell street to Fifth street, between Van Horne and College Avenues, Brandon, Man. (File 16412).

Order made rescinding Order No. 13119 the Board having reached the conclusion that Mr. Blyth will not be injured by the construction of the spur. (See Order No. 14106).

2785. Resolution, Council of Town of Emerson, Man., relative to neglect of C.N.R. to put a gateman on railway and traffic bridge across Red Deer River at that point. (File 15957).

Order made that man in charge of pump at west end of bridge used by C.N.R. Co. attend to the gates thereat. (See Order 14351).

2786. Complaint, Municipality of Silver Creek, Man., relative to cost of grading at highway crossings on the C.N.R. (File 17087).

Complaint settled by the Railway Company.

2787. Application, City of St. Boniface, Man., under Section 237, for approval of location of Plessis street across tracks of C.P.R. (Emerson Branch). (File 16025).

Order made granting the application.

2788. Application, City of St. Boniface, Man., under Section 237, for authority to construct Messier street across the C.P.R. (Emerson Branch). (File 16028).

Order made dismissing the application. (See Order 14913).

2789. Application, City of St. Boniface, Man., for an Order requiring the C.N.R. to protect its main line crossing at Main street, Winnipeg, at the north end of the Norwood bridge. (File 15613).

Order made directing the C.N.R. Co. to raise its tracks on River Ave., Main street and Bell Avenue, in the City of Winnipeg. Work to be completed by the 1st September, 1912. Twenty per cent of the cost of the work, not exceeding $5,000, to be paid out of the Railway Grade Crossing Fund. Thirty per cent of the remainder by the C.N.R. Thirty per cent by the City of Winnipeg. Thirty per cent by the City of St. Boniface, and 10 per cent by the Winnipeg Street Railway Co. (See Order 14159).

2790. Application, C.P.R. to construct a third track across Keewatin street, Winnipeg, Man. (File 15978).

Order made granting the application.

2791. Application, C.N.R., for authority to construct spurs from a point on its main line on a lane directly north in the City of Winnipeg, across blocks 8, 9, 10, D, and 11, plan 208, and block 21, plan 391, in Winnipeg, Man., and for authority to construct said spurs across Fleet, Mulvey and Jessie Avenues. (File 15368-1).

Order made granting the application to construct spurs subject to certain conditions outlined in the Order. (See Order 14348).

2792. Consideration of the matter of protection where the two spur tracks of the C.P.R. cross Higgins Ave. leading to the mills and warehouse of the Ogilvie Milling Co. (File 16088-5).

As protection found to be satisfactory, no order necessary.

2793. Application, E. B. Chambers and W. R. G. Phair, of Winnipeg, to rescind Order No. 544, dated July 12, 1905, relative to location of Molson—St. Boniface branch of the C.P.R. (File 1487).

Order made permitting the C.P.R. Co. to file a new location plan of its railway known as the Molson-St. Boniface branch, as of the date of the plan filed and approved by Order No. 544, July 12, 1905. Said plan to show width of land to be taken which will coincide with the arbitration notice filed by the company. (See Order 16141).

2794. Application, F. F. Brock, C. R. Muttleberry and D. D. Adams Coal Co., Ltd., also John Arbuthnot Lumber Co., for an order directing the C.N.R. to replace switches and spurs leading from their line near Pembina St., Winnipeg, to the lands of the applicants and lying on the south side of Mulvey Ave. and Rosser Ave. (File 15630).

Order made that gravel be supplied by C.N.R at 35 cents per yard to raise the ground to proper level and third spur for John Arbuthnot Lumber Co., on location decided by the Board's Engineer. The Railway Company to give Lumber Co. credit for the amount already paid for third spur.

2795. Complaint, MacPherson Fruit Co., Ltd., of Winnipeg, Man., alleging overcharge by the Dominion Express Co. on shipment of strawberries from Burlington, Ont., to Winnipeg and Brandon, Man. (File 4214-28).

Order made dismissing application.

2796. Applicataion, G.T.P. Ry., under Section 258, for approval of station site at Entwistle, Alta. Section 21-53-5, west of 5th meridian. (File 10580).

Order made approving the location of the applicant company's station at Entwistle. Company to construct suitable highway from its station along its line of railway to the road allowance immediately west of the station grounds, across the tracks and connecting with Queen's Ave. Pending the completion of highway, company to stop its trains at King street. (See Order 14482).

2797. Application, G.T.P. Ry., under Section 227, for authority to cross at grade level the tracks of the C.P.R. (Pembina Branch) Oak Point Junction, near Winnipeg; also to connect with tracks of the Main Line and those of the Oak Point branch of the C.N.R.

NOTE.—Board will take up the apportionment of the costs between the C.N.R. and G.T.P. (File 8310, Case 3820).

Order made that the G.T.P. Ry. Co. be at its own expense in making its connections, including the cost of all necessary changes in the interlocking plant at said crossing. Cost of maintenance to be divided equally between the G.T.P. and C.N.R. Companies. (See Order 14350).

2798. Opening for traffic and operation of the G. T. P. Ry., Melville-Regina branch from Melville, Sask., to Balcarres, Sask.

NOTE.—G.T.P. Ry. will be required to show cause why proceedings should not be instituted against it for recovery of penalties provided by the Act for the operation of the line without lawful authority. (File 10863-10).

Order made opening the line for traffic.

2799. Application, City of St. Boniface, Man., for an Order prohibiting the C. N. R. and the Rat Portage Lumber Co. using spur crossing Tache Ave. (File 261).

Order made for improvement in crossing, in accordance with Inspector Blyth's report, and to contain provision that ambulances and street cars are to have right of way over crossing. Penalty not exceeding $25 to be fixed on the Railway Co. for breach of Order.

2800. Application, Montreal Milk Shippers' Association for an Order requiring:—

1. Railway Companies to give a rate of 8 cents for a 4 gallon can and 15 cents for an 8 gallon can, respectively, up to 75 miles, and 11 cents per gallon can and 20 cents per 8 gallon can for all distances over 75 miles.

2. Railway Companies to insure proper delivery by the system said to be in force at Winnipeg, viz, three shoipping receipts, one retained by shipper, one by the express forwarding agent, the third for the train baggageman on which to check consignee's receipt.

3. Freight charges to be collected from the consignee at point of delivery as in the case with ordinary freight.

4. That that part of rule 4 in contract on back of ticket calling for farmers to take delivery of empty cans at car door be eliminated.

5. That when trains are unduly late the train men load the milk.

6. That Railway Companies be responsible for milk after it is placed in their possession and until delivery is made.

7. That train hands exercise greater care in delivering empty cans at their proper station, and that rough handling of these empty cans in unloading be avoided. (File 16939-1).

Order made that after the 1st of October, 1911, milk be transported in baggage car upon conditions set forth in the Order. (See Order 15413).

2801. *Re* Express Companies' Receipt Forms. The Board will take up the following point:—

"Can any reasonable system be adopted whereby Express Companies may sign the shippers' receipt instead of itself furnishing the blank, the form of course being the one approved by the Board." (File 17565).

Parties to endeavour to arrange the matter between themselves. If unable to arrange it, the Board will deal with the matter.

2802. Complaint, Wylie Milling Co., Almonte, Ont., relative to Supplement No. 4 to C. P. R. Tariff E-1470, raising rates on grain from Kingston, Ont., to Almonte, Ont. (File 1179-7).

Order made that Kingston and Pembroke Railway Company, jointly with the Canadian Pacific Railway Company, file a tariff by April 1, 1912, establishing a rate of three and three-quarter cents per 100 pounds on ex-lake grain in car loads from Kingston to Montreal, including stop over at Almonte for milling purposes. Application dismissed in so far as it is alleged discrimination existed against Almonte, in favour of Renfrew, Eganville and Douglas, in carrying grain from Georgian Bay ports to Montreal. (See Order No. 16057).

2803. Application, Vancouver Board of Trade, Vancouver, B.C., for an Order directing the C.P.R. Co. to furnish the following information from its Segregating Annual Return covering the Eastern, Lake Superior, Central, Western and British Columbia Divisions, for the fiscal year ending June 30, 1910, viz.:—

1. Car mileage.
   - (*a*) Passenger car mileage.
   - (*b*) Freight car mileage.
   - (*c*) Freight empty mileage.
   - (*d*) Caboose empty mileage.
2. Revenue shown separately.
   - (*a*) Passenger.
   - (*b*) Freight.
   - (*c*) Switching, &c.
   - (*d*) Storage, car service, &c.
   - (*e*) Telegraph rents.
   - (*f*) Mail.
   - (*g*) Express.
   - (*h*) Excess baggage, &c.

3. Number of passengers moved one mile.

(Adjourned hearing). (File 1922, Part 2).

Order made that the Railway Company furnish the applicant with the information asked for by the 22nd July, 1911, and subject to the condition that any explanations the applicants may require of the information called for under the Order, or the Railway Company may deem necessary to furnish other than such explanations as can be given by the Traffic and other officials of the company, who may be present at the hearing in Vancouver, or given subsequently at sittings in Montreal.

2804. On complaint, the Board having by Order No. 13520 dated April 27, 1911, postponed the effective date of the new tariffs of track scale allowances from May 1 to July 1, 1911, excepting in so far as they give effect to the Order of the Board No. 13326, dated March 29, 1911; the Board will hear evidence and argument in support of and against the said tariffs. (File 8799-1).

Stands to enable parties to come to a satisfactory arrangement. If the matter is not arranged the Board will hear such further evidence that either party desires to adduce.

2805. *Re* Express Companies' Receipt Forms. The Board will take up the following point:—

"Can any reasonable system be adopted whereby Express Companies may sign the shippers' receipt instead of itself furnishing the blank, the form of course being the one approved by the Board." (File 17565).

See judgment of Commissioner McLean herein dated July 19, 1911, concurred in by Assistant Chief Commissioner and Commissioner Mills.

2806. Application, Georgian Bay & Seaboard Railway Co., (C. P. R.) under Section 237, for authority to construct a track across John street, in the village of Bethany, Ont., at mile 85·68. (File 2100-83).

Order made approving amended plan.

2807. Application, Town of Sudbury, Ont., for authority to construct a highway across the tracks of the C.P.R. and the Manitoulin and North Shore Railway Co. to connect Pine and Beach streets, Sudbury, Ont. (File 17282).

Order made dismissing the application.

2808. Application, W. H. Dwyer Co., Ltd., of Ottawa, Ont., for ruling of the Board in connection with alleged overweight charge by C.P.R. in weights taken on track scales. (File 17074).

Judgment reserved.

2809. Complaint, Canadian Manufacturers' Association and the Winnipeg Board of Trade against the present Plate Glass Release Form in use by railways. (File 17298).

No order necessary. Supplement to be filed for approval of the Board.

2810. Application, Canadian, Dominion and other Express Companies subject to the jurisdiction of the Board for authority to substitute single tariff (B), being one uniform for all cream in place of separate tariffs for sour and sweet cream. (File 4214-55). (Adjourned hearing).

Order made fixing maximum express charges for the shipping of cream and services connected therewith as set forth in the Order. Provisions of the Order to become effective 1st November, 1911. (See Order 14594). (See also subsequent Order that the time allowed for the free return of empty packages carried full by the Express Companies prior to the 1st March, 1911, be extended to the 1st November, 1912). (See Order 15559).

2811. Consideration of the matter of protection of the highway crossing by C.P.R. one-quarter mile west of Piles Junction, in the parish of Cape de la Madeleine. (File 9137-656).

Order issued cancelling Order of the 11th April, No. 13430, and rectifying the same. Work to be done within ninety days.

2812. Application, C.N.O. Railway, under Section 227, for authority to construct its tracks under and across the lines and tracks of the C.P.R., near Nepigon, Ont. (File 9188-53).

Order made granting application. (See Order 15402).

2813. Application, C.N.O. Railway Co., under Sections 222 and 237, for authority to construct a spur to the Rolling Mills in the City of Belleville and to cross Bay street (not open) with said spur. (File 17567).

Order made granting the application upon the conditions that the owner of any property crossed by the proposed spur shall have the right to cross the spur on his property at such place or places as the Board's Engineer shall determine in the event of the parties being unable to agree.

2814. Complaint, Village of St. Pierre, P.Q., relative to the proposed crossing of Simplex Street by the G.T.R. (File 14813). (Adjourned hearing).

Order made directing that the foot crossing at St. Alexandre street be left open for pedestrians only, and closing foot path leading to the G.T.R. Co.'s right-of-way. Crossing at Simplex street to be made a regular highway crossing. Farm crossing at Second Ave., in the Parish of Lachine, to be converted into a regular highway crossing. The Town of Lachine to have leave to convert the crossing at Tenth Ave. into a public crossing, and the G.T.R. Co.'s crossing at Notre Dame street to be converted into a regular highway crossing. (See Order 14462).

2815. *Re* Park Avenue Subway, Town of St. Louis, P.Q.

NOTE.—The Board will take up the matter of the highway being used across the tracks of the C.P.R. at the point where the subway is to be constructed and on account of the traffic at this point a dangerous situation exists. (File 12912).

Order made authorizing the Town of St. Louis to extend its highway across tracks of the C.P.R. where the same intersects Park Avenue by means of a subway. The cost of construction to be divided as follows:—$5,000 to be paid out of The Railway Grade Crossing Fund, and the balance by the Town of St. Louis, who are also to pay the expense of maintaining the subway. (See Order No. 10455).

2816. Application Parish of St. Philippe, P.Q., for an Order directing the C.P.R. to sell ten-trip tickets between St. Philippe and Montreal, P.Q. (File 16910). (Adjourned hearing).

Judgment reserved.

2817. Application, G.T.R., for authority to expropriate lands to comply with Order 10457, relative to overhead bridge at Lachine Road Crossing, Rockfield, P.Q., said lands being the property of Mrs. J. A. Wright and the Rockfield Land Co. (File 9437-119).

Order made granting application. (See Order 14687).

2818. Application, C.N.Q. Ry., for authority to take extra land, the property of Mr. Coghlin, to carry out provisions of Order of the Board No. 12840, *re* yard at Moreau street, Montreal, P.Q. (File 15001).

Application dismissed.

2819. Application, C.P.R., under Sections 237 and 227, for authority to construct third track (the proposed location of which extends from Angus to Mile End) across Papineau Avenue, Montreal, Que., and to cross the tracks of the Montreal Street Railway Co., located on Papineau Avenue. (File 17525).

Order made granting the application subject to certain conditions set forth in the Order. Work to be done at the expense of the applicant Company. (See Order 14739).

2820. Application, C.P.R., respecting protection at Bethune Avenue, Montreal, Que. (File 9437-663.) (Adjourned hearing).

Order made directing C.P.R. Co. to construct a subway 16 feet wide. Cost of construction, including land damages to be borne and paid, $5,000 out of The Railway Grade Crossing Fund, the remainder by the City of Westmount and Railway Co.

in equal shares. Work to be completed by the 11th January, 1912. Upon completion of construction of the subway the portion of Bethune Avenue within the limits of the right-of-way of the Railway Co. to be stopped up and closed as a public crossing. (See Order 14328).

2821. Application, G. T. P. Branch Lines Co., under Section 176, for authority to take possession of lands of the C. P. R. shown on location plans for its Tofield-Calgary branch between mileage 150 and 190 and revised location mileage 163·97 to 181·64. (File 10821·43).

Order made granting the application. (See Order No. 14491).

2822. Application, G. T. P., under Section 167, for approval of revised location of its Calgary branch from East line of Section 11 Township 28, Range 26, into Section 30, Township 25, Range 27, West 4th Meridian, mile 163·50 to mile 181·74, District of South Alberta, Alta. (File 10821·51).

Order made granting the application, subject to conditions contained in agreement between the applicant company and Canadian Pacific Railway Company dated July 31, 1911. (See Order No. 14490).

2823. Application, G. T. P. Branch Lines Co., under Section 227, for authority to cross with lines and tracks of its Tofield-Calgary branch the lines and tracks of the C.P.R. Langdon branch N. E. quarter Section 34, Township 27, Range 26, W. 4th Meridian, District of South Alberta, Alta. (File 10821·54).

Order made granting the application upon conditions therein set forth. (See Order No. 14686).

2824. In the matter of the Order of the Board No. 13880, dated June 10, 1911, approving the location of the Calgary Branch of the G. T. P. Branch Lines Co. in Calgary; and in the matter of the application of the C. P. R. Co., to amend the said order and plans approved thereunder. (File 10821·17).

Order made directing the G. T. P. Ry. Co. to file new plans of said location amended in accordance with the provisions of clause 20 of the agreement between the C. P. R. and the G. T. P. Branch Lines Co., dated July 31, 1911. (See Order 14489).

2825. In the matter of the application of the G. T. P. Branch Lines Co., under Section 228, for authority to cross at grade with its Tofield-Calgary branch the Calgary and Edmonton branch of the C. P. R. in the City of Calgary. (File 10821·49).

Order made granting the application subject to conditons set forth in the Order and providing that said crossing be provided with an interlocking plant. Applicant company to bear and pay the whole cost of providing and maintaining the same. (See Order 14321).

2826. Consideration of the matter of protection of highway crossing over the C. N .R. at Woodside Foundry, at the corner of Manitou and Wellington Sts., Port Arthur, Ont. (File 9437·607).

Refused, with liberty to the town to renew the application at a future date.

2827. Application, C. N. O. Ry., under Section 159, for sanction and approval of the location of its line of railway through the City of Port Arthur, District of Thunder Bay, mile 568·13 to mile 571·9. (File 9188·26).

Plan approved up to the point where the grades of the two railways are the same, which is approximately at mileage 2; stands as to the remainder until the applicants advise the Board of the result of the negotiations between the parties with respect to the entrance of the C. N. O. Ry. into Port Arthur.

2828. Resolution of the Fort William Board of Trade that Fort William be made an Order point for railways for all western grain. (File 16923).

Stands for further consideration after the applicants have advised the Board of the result of the application to be made to the Government.

2829. Complaint, W. A. Milne, Port Arthur, Ont., relative to rate on potatoes from Port Arthur to Winnipeg as compared to rate from Winnipeg to Port Arthur. (File 15887).

Complaint dismissed.

2830. Application, Corporation of the City of Fort William, Ont., under Section 237, for an Order directing the C. N. R. to provide and construct suitable highway crossings over the Company's railway where the following highways intersect the C. N. R. in the City of Fort William, viz.: Neebing Ave., Stanley Ave., Nepigon Ave., Crawford Ave., Home Ave., Mountain Ave., Amelia St., Francis St. Victor St., Mary St., Christina St., Franklin St., Norah St., Frederica St., Gore St., and Empire Ave. (Rehearing). (File 5547, case 2191).

At the request of the city application adjourned sine die.

2831. Application, Dominion Express Co., for approval of proposed delivery limits at Kenora, Ont. (File 4214-127).

Order made that the tolls of the Express Companies shall include the collection and delivery of express freight by the company or its agents in all streets in the said Town of Kenora within the boundaries described in the Order. (See Order 15359).

2832. Application, Express Traffic Association of Canada, on behalf of the Express Companies represented at Fort William, Ont., for approval of delivery limits. (File 4214-96).

Order made that the tolls of Express Companies shall include the collection and delivery of express freight by the said companies or their agents in all streets passable for vehicles in the City of Fort William, within the limits described in the Order. (See Order 14998).

2833. Application, Express Traffic Association of Canada, on behalf of the Express Companies represented at Port Arthur, Ont., for approval of delivery limits. (File 4214-146).

Order made that the tolls of the Express Companies shall include the collection and delivery of express freight by the said companies or their agents, in all streets, avenues, etc., passable for vehicles in the City of Port Arthur, within the limits described in the Order. (See Order 14982).

2834. Application of the Town Council of Fort Frances, Ont., for an Order fixing a fair price upon hydraulic and electrical power developed by the Minnesota and Ontario Power Company. (File 12368).

Application withdrawn.

2835. Application, Matthew H. Smith, Bears Pass Tank, Ontario, for an Order directing the C.N.R. to give him privileges previously given him under agreement between 1904 and 1911 in connection with train service to and from that point. (File 17545).

Company agrees to give the service set out in the attached memorandum without the necessity of an Order.

2836. Application, Vancouver, Victoria and Eastern Railway and Navigation Co., under Sec. 178, for authority to take lands between points 'A' and 'B' and deviation of branch line to Burrard Inlet between points 'C' and 'D' and of a branch line from point "E" in block 81, District Lot 196, Vancouver, B.C. (File 572-19).

NOTE.—The Board will take up matter of north portion of Lot 23, in Block 80, reserved for further consideration by Order No. 13435.

Order having already been made as to part of application remainder of application dismissed.

2837. Petition of the residents of Piper Siding, B.C., and district, that the C.N.R. be required to move the station now located at Burnaby, to Piper Siding. (File 16497).

Railway Company undertaking to stop trains Nos. 256 and 376 at Piper Siding instead of Burnaby. (No Order made).

2838. Complaint of the Vancouver-Prince Rupert Meat Co., of Vancouver, B.C., alleging refusal of the Great Northern Ry. Co. to furnish duty paid refrigerator cars for traffic between Sapperton and Vancouver, B.C. (File 16697).

Order made requiring railway company to furnish complainant company with suitable cars for carrying complainant's meat; cars to contain necessary beams to attach the hooks or hangers to; cars to be furnished when required.

2839. Complaint of the residents of Yale, B.C., against the C.P.R. for blocking their residential streets (on which they have running rights) for boarding cars. (File 17381).

Order made that the Railway Company provide suitable and safe crossings for the residents on the north side of Douglas street, between Albert and Regent in the Town of Yale, and that the Railway Co. limit the speed of its trains through the town to a rate not exceeding ten miles an hour. Work to be completed by the 31st October, 1911. (See Order 14874).

2840. Consideration of the matter of protection at the drawbridge on the Great Northern Railway at False Creek, Vancouver, B.C. (File 17011).

Order made that the drawbridge be protected by an interlocking device at the expense of the Railway Company. (See Order 14997).

2841. Resolution of the Council of North Vancouver, B.C., relative to the highway crossing of the C.P.R. at approach connecting North Vancouver wharf with Columbia Ave., North Vancouver, B.C. (File 9437·343).

Order made that the City of Vancouver be at liberty to construct a foot subway at the point shown on plan filed, and that the City of North Vancouver serve and file detail plans and specifications by the 1st October. Also providing that if the entrance to the subway proves a loss, damage or nuisance to the Railway Company, then on application to the Board the City of North Vancouver may be required to either compensate the Railway Co., or make a different entrance to the subway. The cost of the subway to be paid, $5,000 out of The Railway Grade Crossing Fund; 50 per cent of the remainder to be paid by the City of Vancouver, and 50 per cent by the City of North Vancouver. (See also condition in Order as to the cancellation or termination of the wharf lease). (See Order 14877).

2842. Application, Great Northern Transfer Co., Ltd., under Sec. 284, for an Order directing the C.P.R. to furnish adequate, suitable and proper accommodation for the carriage of live stock from points in the east to Vancouver. (File 15557).

Referred to the Chief Operating Officer of the Board, and to be dealt with when the application of the Veterinary Director General *re* live stock contract is heard.

2843. Consideration of the matter of protection at Carroll St., Vancouver, B.C. (C.P.R.) (File 9437·504).

Stands for six months to enable the City of Vancouver to take up the question as indicated in the judgment of the Chief Commissioner in *re* Columbia Ave. (File 9437.343 in connection with which Order No. 14877, dated 1st September, 1911, was issued.

2844. Consideration of the matter of protection of the crossing of the C.P.R. at Powell St., Vancouver, B.C. (File 9437·506).

Stands for six months to enable the City of Vancouver to take up the question as indicated in the judgment of the Chief Commissioner in *re* Columbia Ave. (File 9437.343 in connection with which Order No. 14877, dated 1st September, 1911, was issued.

2845. Consideration of the matter of protection of crossing of V. W. and Y. Ry. at Westminster Avenue, Vancouver, B.C. (File 372).

Stands for six months to enable the City of Vancouver to take up the question as indicated in the judgment of the Chief Commissioner in *re* Columbia Ave. (File 9437.343 in connection with which Order No. 14877, dated 1st September, 1911, was issued.

2846. Consideration of the matter of protection of C.P.R. crossing at Columbia Avenue, Vancouver, B.C. (File 9437-28).

Stands for six months to enable the City of Vancouver to take up the question as indicated in the judgment of the Chief Commissioner in *re* Columbia Ave. (File 9437.343) in connection with which Order No. 14877, dated 1st September, 1911, was issued.

2847. Consideration of the matter of protection at highway crossing at Columbia Avenue and Hastings street, Vancouver, B.C. (File 654).

Stands for six months to enable the City of Vancouver to take up the question as indicated in the judgment of the Chief Commissioner in *re* Columbia Ave. (File 9437.343) in connection with which Order No. 14877, dated 1st September, 1911, was issued.

2848. Complaint, Hadden Shingle Co., of Cloverdale, B.C., respecting carload minimum on shingles from the Pacific Coast Mills. (File 16797).

Matter settled to satisfaction of complainant company.

2849. Complaint, Rev. H. B. Carrie, Alberni, B.C., alleging excessive freight charges by the C. P. R. on shipment of carbide from Vancouver to Alberni, B.C. (File 16774).

No Order made.

2850 Complaint, Fullerton Lumber & Shingle Co., of Vancouver, B.C., relative to C. P. R. charge for diverting car of lumber ex Bellingham from Regina to Macklin, Sask. (File 16992).

No Order made.

2851. Application, McDowell-Mowat Co., Vancouver, B.C., under Section 315, for an Order directing the C. P. R. to cease charging extra half cent per 100 pounds on coal shipments to sidings on the British Columbia Ry., Vancouver, as provided in Supplement No. 1 to Tariff C. R. C. No. W. 1536. (File 6713-15).

No Order made. Statement made that complainant company had withdrawn complaint.

2852. Application, W. H. Haight, Piper Siding, B.C., to obtain a flat rate on fertilizer from Vancouver, B.C., to his vegetable farm nine and a half miles east on the line of the Great Northern Railway. (File 17386).

Order made that the railway company shall publish and file, not later than the first day of December, 1911, the commodity rate of 3 cents per 100 pounds on ashes for fertilizing purposes, minimum weight, 40,000 pounds per carload, 2½ cents per 100 pounds on horse manure, minimum weight, 30,000 pounds per carload, and 2½ cents per 100 pounds on other stable manure, minimum weight, 40,000 pounds per carload, from Vancouver and New Westminster to the said siding. (See Order No. 15394).

2853. Complaint of the Fullerton Lumber & Shingle Company of Vancouver, B.C., alleging overcharge on a car of lumber from Tynehead to Moosejaw, Sask. (File 17076).

Railway Company authorized to make refund.

2854. Application, City of Vancouver, B. C., for an Order directing the V. V. & E. Ry. & Nav. Co. to construct suitable bridge over cutting where same intersects Park Drive, Vancouver, B. C. (File 14851).

No Order made, counsel for railway company undertaking to complete bridge by October 1, 1911.

2855. Application, C. P. R., under Section 178, for authority to expropriate Lots 379, 464, 466, 463, 480, 38, 255, 288, and of Sections 6, 7, 8, 17 and 19, in the municipality of Coquitlam, B.C. (File 17910).

Order made granting the application upon certain conditions set forth in the Order. (See Order 14863).

2856. Application, W. H. Haight, Piper Siding, B.C., for an Order requiring the G. N. R. to construct a siding into his vegetable farm, 9½ miles east of Vancouver, B.C. (File 17385).

Order made directing the Railway Co. to construct and operate a spur to the Applicant's property, in accordance with conditions set forth in the Order. (See Order 15394).

2857. Application, V. V. & E. Ry. & Nav. Co. for authority to construct a highway across the line of the C.P.R. between Raymur Ave. and Campbell Ave., north of Powell street, Vancouver, B.C. (File 572-24).

Order made granting the application. Question of protection reserved. (See Order 14869).

2858. Application, Chief Commissioner of Lands for the Province of British Columbia, for an Order further regulating the operation of railway locomotives within the Province of British Columbia in regard to the spreading of fires upon adjacent lands in the dry seasons of the year. (File 4741-2). (Adjourned hearing).

Application stands. Government of British Columbia to furnish Board with draft regulations and certain information.

2859. Petition, Mataqui Sumas Board of Trade, on behalf of the residents of Abbotsford, B.C., asking that crossing be opened at Hazel street over the C.P.R. and British Columbia Electric Ry. (File 17618).

Petition dismissed.

2860. Application, Express Traffic Association of Canada, on behalf of the Express Companies represented at Vancouver, B.C., for approval of delivery limits. (File 4214-142).

Order made that the tolls of the Express Companies shall include the collection and delivery of express freight by the said companies or their agents in all streets, avenues, &c., passable for vehicles in that portion of the City of Vancouver within the boundaries described in the Order. (See Order 14989).

2861. Application, Express Traffic Association of Canada, on behalf of the Express Companies represented at Victoria, B.C., for approval of delivery limits. (File 4214-143).

Order made that the tolls of the Express Companies shall include the collection and delivery of express freight by the said companies, or their agents, in all streets, avenues, etc., passable for vehicles in that portion described in the Order. (See Order 14988).

2862. Application, Express Traffic Association of Canada, on behalf of the Express Companies represented at New Westminster, B.C., for approval of delivery limits. (File 4214-103).

Mr. Burr stated that limits had been agreed upon by parties.

2863. Application, Dominion Express Co., for approval of proposed delivery limits at Nanaimo, B.C. (File 4214-132).

Express Company stated that limits had been settled by parties.

2864. Complaint, J. J. Thrift, Hazelmere, B.C., against lack of station agent at that point on the G.N.R. (File 18074).

Settled between the parties.

2865. Application, J. J. Thrift, Hazelmere, B.C., that the G.N.R. be given special permission to carry powder (explosive) to that point. (File 1717-3).

Application dismissed.

2866. Application, Transportation Committee of the British Columbia Dairymen's Association for revision of rates on milk and cream. (File 4214-55).

Settled between parties.

2867. Complaint, Fullerton Lumber and Shingle Co., of Vancouver, B.C., that the G.N.R., operating the V.W. and Y. Ry., has not complied with the Order of the Board, No. 9187, of July 7, 1910, by publishhing and filing joint rates on lumber, &c.,

from points on the V.W. and Y. Ry. between Vancouver and New Westminster, not inclusive, to points on the C.N.R. via Vancouver or New Westminster, and most convenient and practicable points of interchange between the C.P.R. and C.N.R., the said joint rates from Vancouver and New Westminster to the said C.N.R. points shown in the C.P.R. Co.'s Joint Tariff, C.R.C. No. W. 847, or as it may be amended. Also applying for an Order directing a refund of the freight charges in excess of what they would have been had the said Order been complied with since the issue by the C.P.R. of its Joint Tariff, C.R.C. No. W. 1841, effective October 7, 1910, reducing the joint rates shown in the said Tarift, C.R.C. No. W. 847. (File 12071)

Complaint dismissed.

2868. Compaint, C. J. Piper, Piper Siding, B.C., against the passenger rate of the Vancouver, Fraser Valley and Southern Ry. Co. between Vancouver and New Westminster, B.C. (File 17733).

Complaint dismissed.

2869. For presentation of the views of shippers in British Columbia in the matter of the special freight tariffs of the railway companies operating in that Province, governing the weighing of carload traffic and allowances from track scale weights. (File 87991).

Stands to enable parties to settle. If not arranged, the Board will hear such further evidence as either party desires to produce.

2870. Complaint of Board of Trade, Nelson, B.C., alleging unsatisfactory train service of the G.N.R. at that point. (File 16776).

Order made directing the G.N.R. Co., to construct a station at Mountain, B.C., equal to Standard Plan No. 2, referred to in Order of the Board No. 9160. Work to be completed by the 1st January, 1912. (See Order 14876).

2871. Complaint of Vancouver, Prince Rupert Meat Co., protesting against increase of rate on fresh meats and packing-house products charged by the C.N.R. Co. from complainant's plant at Sapperton, to Vancouver, and also cancellation of switching rates from New Westminster. (File 18212).

Order made that the Special Tariff of the Railway Company, Supplement No. 38 to C.R.C. No. 602, dated July 18, 1911, effective August 1st, 1911, be cancelled, in so far as it affects the said traffic; and the Railway Company be required to restore the rate on the said traffic from Sapperton, B.C., to Vancouver, B.C., in force under the tariff issued by the Railway Company, Supplement No. 22 to C.R.C. No. 602, effective October 10, 1910, with the provision that should the Railway Company be able to prove the said restored rate to be unremunerative after it has been in effect for one year application may be made to the Board for leave to increase it. (See Order 14871).

2872. Application of Prudential Builders, Limited, for an Order providing for a 30,000 minimum weight on a 40,000 capacity car on the line of the V. V. & E. from Burnaby Lake to Vancouver.

Order made that the Great Northern Railway Co., amend Item No. 70 of its Special Tariff C.R.C. No. 602, issued June 20, 1909, applying to lumber, lath and shingles shipped from the Company's stations in British Columbia to Vancouver and New Westminster, so as to provide the reduced minimum weight of 30,000 pounds for cars less than 36 feet in length. (See Order No. 14887).

2873. Application of the Prudential Builders, Limited, for an Order determining the rebate to be fixed by the Board on the cost of construction of the spur line at Burnaby Lake owned by the G.N.R. Co., to be constructed by Order of the Board, No. 11814.

Application refused.

2874. Application of the Prudential Builders, Limited, for an Order granting the same rates over the line of the V. V. & E. from Burnaby Lake to Vancouver as are granted shippers from Barnet to Vancouver, over the C.P.R.

Application dismissed.

2875. Application of Prudential Builders, Limited, for an Order providing for weight allowances from Barnaby Lake to Vancouver, similar to those in force in the C.P.R. tariff, and also for an Order compelling the V. V. & E. to comply with Order of the Board, No. 13326, effective May 1, 1911.

Application dismissed.

2876. Application of the Prudential Investment Company, Limited, for an Order declaring that the applicant Company has been discriminated against by the V. V. & E. Co. or the G.N.R. Co. in the construction of the spur track from the main track of the company to the plant of the applicant company in Vancouver built under Order No. 10988 by eliminating the clause providing for a rebate on the cost of construction and for an Order that the said rebate be fixed by the Board. (File 13949).

Order made dismissing the applicaiton. (See Order No. 14783).

2877. Complaint of the City of New Westminster against the G.N.R. Co. and subsidiary companies that the station accommodation given by said companies is entirely inadequate. (File 12055).

Stands at request of complainants and City. Proceedings now under way for construction of station.

2878. Complaint of City of New Westminster against the G. N. R. Co. regarding the shunting of cars on Front street. (File 9437-694).

Order made that the G.N.R. Co. file plans by the 2nd October, 1911, showing interchange tracks with the C. P. R. Co., at Sapperton, and furnish copies of the plans to the C. P. R. Co. and the City of New Westmnister. (See Order 14875).

2879. Application of the City of New Westminster to be relieved of payment of any part of the cost of protecting the North Road Crossing and for an Order that the cost of maintaining a watchman at said crossing be borne by the Railway Company. (File 9437-99).

Application dismissed.

2880. Complaint of Fullerton Lumber & Shingle Company, relative to granting of credit of freight charges on lumber shipments, and the supply of empty cars.

Application dismissed, railway company undertaking to accept from complainant company the bond of a surety company.

2881. Application of the G. T. P. Co., for approval of a passengere walk down Main street and over the tracks of the C.P.R. to applicant company's new dock in Vancouver, and for a spur to said dock.

Order made for leave to construct crossing as shown on plans.

2882. Application of the Municipality of Burnaby for an Order directing the G. N. Ry. Company to provide and construct a culvert 3 feet 6 inches square under the railway where it crosses the Cariboo Road, being the junction of the Gun Road and Cariboo Road. (File 18163).

Order made that the G. N. R. Co., construct a second culvert on the west side of Cariboo Road, to be completed by the 15th October, 1911. The cost of the work to be borne and paid by the Municipality. (See Order 14995).

2883. Application, B. C. Electric Railway for an Order sanctioning crossing of C.P.R. tracks at Twelfth street, New Westminster, B.C. (File 18315).

Withdrawn.

2884. Complaint of J. H. Conrad, alleging excessive feright rates charged by the White Pass & Yukon Route. (File 10556. See File 2030).

Order made suspending tariff C.R.C. No. 15 of the White Pass & Yukon Route pending the hearing of further evidence to be adduced on behalf of the White Pass & Yukon Route at a sittings of the Board to be held in the month of October, 1911.

Judgment reserved as to the remainder of the application.

2885. Petition of the residents of the Town of Whitehorse, Y.T., *re* alleged exorbitant freight rates charged by White Pass & Yukon Route. (File 2030.1).

No action taken. Board will take the petition into consideration.

2886. Complaint of O. H. Partridge *re* rates charged by the White Pass & Yukon Route. (File 2030-2).

Stands for further consideration.

2887. Complaint, W. C. Pedlar regarding rates charged Dawson people by water from Whitehorse to Dawson. (File 18328).

No action taken.

2888. Complaint, Taylor & Drury *re* express rates charged by the Wells-Fargo Company. (File 4214-191).

Referred to the Chief Traffic Officer of the Board for a report.

2889. Application of John Y. Rochester, Georgetown Lumber Co., Union Transfer Co., Westenhaver Bros., Westholme Lumber Co., and W. H. Law, of Prince Rupert, B.C., for an Order, under Section 233, directing the G. T. P. to construct a bridge across part of the entrance to Cameron Bay so as to leave an entrance of 45 feet for the passage of barges and other small craft beneath the same from Prince Rupert Harbour to the said Cameron Bay. (File 3452-18).

Order made refusing application. (See Order No. 15730).

2890. Petition of residents of Lakelse Valley and prospectors and miners on Copper River for an Order directing the G. T. P. Ry. to erect and maintain a station at Kitsumkalum, B.C., and for the establishment of a siding and station at the mouth of Copper River. (File 18256).

Order made dismissing the application.

2891. Petition of the residents in the vicinity of Kipp, Alta., for an Order directing the C. P. R. to install station on S.W. one-quarter Section 29, Township 9, Range 22, W. 4th Meridian, Alta. (File 15200).

Order made approving of location of the applicant company's station. (See Order No. 15224).

2892. Complaint, Board of Trade of Elko, B.C., relative to the G. N. R. Co.'s refusal to install an agent at that point. (File 16672).

Application dismissed.

2893. Complaint, Canadian Rate Adjusting Agency, Lethbridge, on behalf of North West Jobbing & Commission Co., Ltd., respecting car of apples frozen in transit ex Wenatchee, Wash., destined Lethbridge. (File 18135).

Application dismissed, the Board having no jurisdiction.

2894. Complaint, Canadian Rate Adjusting Agency, *re* claim against the Alberta Ry. & Irrigation Co., alleging overcharges on shipment from Calgary to Raymond, combination of the local rate being lower than the through rate authorized. (File 9754.1).

Application withdrawn.

2895. Petition from the farmers in the vicinity of Staunton, Alta., for an Order directing that sufficient switching accommodation be provided for the handling of grain at that point on the C.P.R. (File 17522).

Order made dismissing the application.

2896. Complaint, Board of Trade, Lethbridge, Alta., respecting Express Rates on shipments of fruit to Lethbridge. (File 4214-186).

Judgment reserved.

2897. Application, City of Calgary, under Section 237, for authority to construct a subway under the tracks of the C. P. R. where the same cross the road allowances between Sections 11 and 12, Township 24, Range 1, West of the 5th Meridian, on the line of 15th Street, East Calgary, Alta. (File 11824).

Disposed of by Order made in connection with application No. 18228.

2898. Application, C. P. R., for authority to divert road allowance between Sections 20 and 29, Township 15, Range 10, West 4th Meridian, north of Bowell St., Carlstadt, Alta. (File 13942).

Order made granting the application. (See Order 14960).

2899. In the matter of fire guards and provisions of 8-9 Edward VII., Chapter 32, Section 10, and in *re* Order of the Board No. 3245, dated July 4, 1907. (File 4741-12).

Order made rescinding paragraphs 8, 9, 10, 11, 12 and 14, in Order No. 3425, 4th July, 1907, and directing that every Railway Company operating in the Provinces of Alberta and Saskatchewan, construct by the 1st of August in each year along each side of the right of way, not less than 30 feet distant from the centre, a fire guard consisting of a ploughed strip of land not less than 16 feet in width. For other conditions see Order No. 15995.

2900. Application, James Connelly, MacLeod, Alta. for an Order directing the C. P. R. to provide farm crossing at S.W. one-quarter Section 17, Township 9, Range 25, W. 4th Meridian, Alberta. (File 17891).

Order made that the C. P. Ry. Co. construct suitable farm crossing. Work to be completed by the 1st May, 1912. (See Order 15731).

2901. Application, Vancouver Board of Trade for an Order directing the C. P. R., and other companies, to cease charging discriminatory rates on Alberta grain to the Pacific Coast as compared to grain rates to Port Arthur and Fort William.

NOTE.—The C. P. R., C. N. R. and G. T. P. Rys. will be required to speak to the reasonableness of the milleage tariffs on grain and grain products now being charged for local shipments within the territory between Lake Superior and the Mountains. (Adjourned hearing). (File 13857).

Judgment reserved.

2902. Application, United Farmers of Alberta, under Section 322, for an Order directing the C. P. R. to reduce rates on various commodities shipped between points in Alberta and British Columbia and *vice versa*. (File 14742).

Stands to be dealt with in connection with hearing of the application of the Vancouver Board of Trade.

2903. Application, Mountain Lumber Manufacturers' Association, Calgary, Alta., for an Order directing the C. P. R. to provide tariff on lumber on shipments from the interior of British Columbia to points on the G. T. P. via Camrose, Alta. (File 17444).

Stands, the Railway Companies to arrange matter, otherwise, the Board will deal with it.

2904. Application, J. G. Rutherford, Veterinary Director General, Edmonton, Alta., for approval of regulations respecting shipments of live stock in the Dominion of Canada. (File 15958).

Judgment reserved.

2905. Complaint, Irvine Board of Trade, of Irvine, Alta., relative to inadequate stock yard facilities at that point on the C. P. R. (File 17295).

Judgment reserved.

Referred to the Board's Operating Department for report.

2906. Application, Alberta Electric Ry., for an Order authorizing them to proceed to construct any section of line described in charter. (File 17996).

Withdrawn by applicants.

2907. Application, Express Traffic Association of Canada, on behalf of the Express Companies represented at Lethbridge, Alta., for approval of delivery limits. (File 4214.101).

Order made that the tolls of Express Companies shall include the collection and delivery of express freight by the companies or their agents in all streets, avenues, etc., passable for vehicle within the limits outlined in the Order. (See Order 16043).

2908. Application, Express Traffic Association of Canada, on behalf of the Express Companies represented at Nelson, B.C., for approval of delivery limits. (File 4214.102).

Order made that the tolls of express companies shall include the collection and delivery of express freight by the companies or their agents, in all streets, avenues, etc., passable for vehicle within the limits outlined in the Order. (See Order 15000).

2909. Application, Express Traffic Association of Canada, on behalf of the Express Companies represented at Rossland, B.C., for approval of delivery limits. (File 4214-108).

Order made that the tolls of Express Companies shall include the collection and delivery of express freight by the companies or their agents, in all streets, avenues, etc., passable for vehicle within the limits outlined in the Order. (See Order 15015).

2910. Application, Dominion Express Co., for approval of proposed delivery limits of Calgary, Alta. (File 4214-126).

Order made that the tolls of Express Companies shall include the collection and delivery of express freight by the companies or their agents, in all streets, avenues, etc., passable for vehicle within the limits outlined in the Order. (See Order 15149).

2911. Application, Dominion Express Co., for approval of proposed delivery limits at Calgary, Alta. (File 4214.126).

Order that the tolls of Express Companies shall include the collection and delivery of express freight by the companies or their agents in all streets, avenues, etc., passable for vehicle within the limits outlined in the Order. (See Order 15083).

2912. Application, Mountain Lumber Manufacturers' Association, for an Order requiring the G. N. R. to publish and file a joint tariff of rates on lumber and other forest products from points on the companies Crows Nest line, including Waldo, Baynes, and Dorr, to points on the line of the Alberta Ry. & Irrigation Co., via Fernie, B.C., the basis thereof not to exceed the joint rates of the C. P. R. and A. R. & I. Company's from Cranbrook, B.C. (File 16177).

Withdrawn by applicants.

2913. Appication, C. N. R., under Section 159, for sanction and approval of the location of its line of railway through Townships 23-24, and Range 29, W. 4th Meridian, 1, W. 5th Meridian, and part of the City of Calgary, Alta., mileage 255·73 to 261·44. (File 12924-20).

No Order necessary, matter having been disposed of by previous Order.

2914. Petition, Town of Nanton, Alta., for an Order directing the C. P. R. to open a crossing at Alberta street. (File 17785).

Application refused; C. P. R. undertaking to keep the crossing 400 feet south of Cross street open and in good condition until ordered by the Board to open a crossing at some other point.

2915. Application, C.P.R., under Section 222, for authority to construct, maintain and operate a branch line of railway, or spur, commencing at a point on the spur track already constructed at the western boundary of Lot 3, in Block 67, of subdivision of part of Section 15, 24-1, W. 5th Meridian. (File 14962).

Judgment reserved. Matter stands pending decision of the Supreme Court in *re* Clover Bar Coal Company case.

2916. Complaint, A. Johnson, Edberg, Alta., relative to dangerous crossing on the Vegreville-Calgary Branch of the C. N. R. between Sections 25 and 26, Township 43, Range 20, W. 4th Meridian. (File 12924-101).

No action taken. Company stating that the crossing had been cleared and put in good order.

2917. Application, City of Calgary for leave to construct subway at 4th Street West, under Canadian Pacific Railway. (File 15556).

Application dismissed, with leave to either party to renew it.

2918. Application, City of Calgary for authority to construct subway under track of C. P. R. at 9th Avenue East, between 15th Street East and 17th Street East and also to raise said tracks. (File 18228).

Order made authorizing the construction of subway. The cost of construction, including property damages, if any, to be paid 60 per cent by the City of Calgary and 40 per cent by the Railway Company. The work to be completed by the 1st of October, 1912. (See Order 15529).

2919. Petition, residents of Carret Creek, Alta., for a siding at the tank on Carret Creek on the G. T. P. (File 15879).

Application dismissed. (See Order 16239).

2920. Application, City of Edmonton, Alta., under Section 29, for an Order to vary Order of the Board No. 5598, dated November 12, 1908, by altering the terms of the said Order and providing that in place of the half interlocking plant, ordered, the city be allowed to substitute for such half interlocking plant street barriers or gates with watchman for a period of two years, pending the construction of a subway under the tracks of the C. N. R. and G. T. P. at the said points; and that the cost of installation and maintenance of such gates with necessary watchmen be apportioned as the Board shall direct, also for an Order extending the time for the installation of the interlocking plant. (File 8636, Case No. 4041).

Order made granting an extension of time to the 1st of May, 1912, for compliance with Order No. 5598, dated 12th November, 1908, pending the disposition of proposed application for subways at the said points of crossing. The Canadian Northern Ry. Co. to place day and night watchman at the crossings of First street, Namayo and Syndicate Avenues, whose wages shall be paid by the City of Edmonton. (See Order No. 14998).

2921. Application, G. H. Furnival, Edmonton, Alta., for an Order directing the G. T. P. to treat with him in respect of damage sustained by him at Lot No. 16, Edmonton, by construction and operation of railway tracks across Clark street. (File 13372).

Board declined to make any direction in the matter. See Judgment of the Chief Commissioner of the 6th October, 1911.

2922. Compaint, T. L. Brown, Vermilion, Alta., alleging unsatisfactory handling of his stock by the C. N. R. and C. P. R. from Didsbury, Alta., to Strathcona, Alta. (File 16491).

Application dismissed.

2923. Application, City of Edmonton, under Section 29, to amend Order No. 12082 so that municipally owned electric railway may cross the line of the Edmonton, Yukon and Pacific Ry. by means of a subway instead of a level crossing. (File 15552).

Order made requiring the Edmonton, Yukon & Pacific Railway to show cause why a subway should not be constructed, cost of work to be divided equally between the parties, subject to contribution of 20 per cent from The Railway Grade Crossing Fund, but not to exceed $5,000. (See Order 5150).

2924. Application, City of Strathcona, Alta., under Section 237, for an Order directing the C. P. R. to construct a suitable highway crossing at First Street North. Strathcona, Alta. (File 17123).

Order made that the Railway Company construct highway crossing at First Street North, in City of Strathcona, by the 31st October, 1911. Cost of construction and maintenance to be borne by the city. (See Order 14823).

2925. Complaint of the Local Improvement District 23 P, 4, relative to a crossing on the Vegreville-Calgary branch of the C. N. R. south of Camrose, Alta. (File 12924.54).

Order made directing the Railway Company to provide an under crossing on the line of the road allowance, Section 34, Township 36, Range 20, to be constructed by November 30, 1911, crossing to have a clearance of 14 feet in height and 20 feet in width, all work to be done at the expense of the Railway Company. (See Order 14812).

2926. Application, G. T. P. for approval of station site at Stony Plains, Alta., in Section 36, Township 52, Range 28, W. 4th Meridian, and Section 36, Township 52, Range 1, W. 5th Meridian, Alta. (File 17370).

Order made authorizing the diversion of Fifth Meridian street, and approving of location of applicant company's station. Applicant company to remove its sidings so that they will lead from the main track east of the proposed crossing. Cost of diverting Fifth Meridian street and opening Main street to be borne by the Town of Stony Plains. (See Order 15948).

2927. Complaint, Central Alberta Stock Growers' Association, respecting alleged lack of fire guards on the C. N. R. between Stettler and Red Deer, Alta. (File 4741-7).

No Order made, Railway Company undertaking to do the necessary work this fall.

2928. Complaint, Department of Agriculture, Alberta, on behalf of settlers along the line of the C. N. R. in the District of West Vermilion, Alta., respecting alleged lack of fire guards. (File 4741-6).

No action taken.

2929. Complaint, Central Alberta Stock Growers' Association that the C.P.R. Company's line is not properly fire guarded between Gadsby and Castor. (File 4741-4).

Withdrawn by the complainant.

2930. Application, City of Edmonton, Alta., under Section 237, for leave to construct highway across the C. N. R. for the purpose of extending and opening up James street. (File 17923).

Order made granting the application. Applicant to bear the cost of constructing and maintaining the crossing. (See Order 14993).

2931. Application, City of Edmonton, Alta., under Sections 237 and 238, to require the Edmonton, Yukon and Pacific Ry., to install and maintain an arc light at their intersection with First street, near Mackay Ave., Edmonton. (File 17924).

Application withdrawn.

2932. Complaint, B. C. Gilpin, Gilpin, Alta., of damages done to the property of several farmers in the neighbourhood as a result of fire set by an employee of the G. T. P. (File 4741-3).

No action taken.

2933. Application, Pintsch Compressing Co., under Section 226, for an Order directing the C. N. R. to provide and construct a suitable branch line into their premises at Edmonton, Alta. (File 16954).

Referred to the Board's Assistant Engineer for report.

2934. Complaint, Kitscoty Board of Trade, Kitscoty, Ata., relative to station accommodation and freight facilities at that point on the line of the C. N. R. (File 17267).

No Order made; Railway company undertaking to have a third-class station erected and completed within five weeks from this date.

2935. Complaint, John C. Haddock, Wabamun, Alta., against the G.T.P. relative to conditions at his farm at S.E. one-quarter of Section 53, Tonwship 4, Range 5, Alberta. (File 17120).

Railway Company agree to construct farm crossing at point indicated; on report of the Board's Inspector within thirty days; the company to have proper drainage constructed. No jurisdiction as to claim for damages.

2936. Complaint, A. R. Hanson, Provost, Alta., relative to freight charged on automobile, &c., shipped from Des Moines, Iowa, to Provost, Alta. (File 17518).

Order made dismissing the application.

2937. Application, Town of Vegreville, Alta., for authority to construct and maintain a suitable highway crossing over the railway lines of the C. N. R. at Main street, Vegreville, Alta. (File 13952).

Order made authorizing the Town of Vegreville, at its own expense to carry the highway across the C. N. R. tracks at Main Street. Work is to be completed by August 1, 1912. (See Order 16042).

2938. Application, Chief Commissioner of Lands for the Province of British Columbia for an Order further regulating the operation of railway locomotives within the Province of British Columbia in regard to the spreading of fires upon adjacent lands in the dry seasons of the year. (Adjourned hearing). (File 4741-2).

Judgment reserved. The Government of British Columbia to furnish the Board with draft regulations and certain other information.

2939. Application, Board of Trade, Stettler, Alta., under Sections 252 and 253, for an Order directing the C. P. R. and the C. N. R. to construct suitable transfer spur connecting their lines. (File 15800).

No Order made. Leave to applicants to revive application if Railway Companies do not adequately take care of the traffic.

2940. Application, J. J. Denman, Edmonton, Alta., for an Order directing the C. N. R. to pay to him the sum of $79.60 refund of interswitching charges, the Company's cheque for which was made payable jointly to the Clover Bar Coal Co., and J. J. Denman, which the Clover Bar Co. refuses to endorse in favour of the applicant. (File 18120).

Held that the Board had no jurisdiction to determine the matter. See judgment of Commissioner McLean, 4th October, 1911, and of Chief Commissioner, 10th October, 1911.

2941. Application, Express Traffic Association of Canada, on behalf of the Express Companies representel at Edmonton, Alta., for approval of delivery limits. (File 4214-95).

Order made that the tolls of express companies shall include the collection and delivery of express freight by the said companies or their agents in all streets, avenues, etc., passable for vehicles in that portion of the city described in the Order. (See Order 14987).

2942. Application, C. P. R., for an Order rescinding Order No. 14211, dated July 14, 1911, issued on application of the Camrose Board of Trade for a transfer track between the G. T. P. and C. P. R. at Camrose, Alta. (File 15664).

Application withdrawn.

2943. Complaint, Ole Larson, Wabamun, Alta., respecting lack of station facilities, unloading platform and station agent at Wabamun on the G.T.P. Ry. (File 18142).

Matter referred to Board's Operating Department for inspection and report.

2944. Complaint, Ole Larson, Wabamun, Alta., alleging delay to gasoline engine shipped via G. T. R. and C. P. R. from Penetanguishene. (File 18141).

G. T. R. undertaking to arrange for immediate delivery of goods, no further action taken.

2945. Complaint, Ole Larson, Wabamun, Alta., alleging overcrowding of trains to Wabamun on the G. T. P. Ry. (File 18143).

Referred to the Board's Operating Department for a report.

2946. Complaint, Department of Agriculture, Province of Alberta, against alleged excessive rates charged by the C. P. R. for hauling of coal in the Province. (Flie 18136).

Judgment reserved. Stands to be dealt with in connection with Eastern Rates Case.

2947. Application, C. N. R. for authority to construct a branch line through Block 4, Hudson Bay Reserve, Edmonton, crossing MacKenzie, Peace and Athabsaka Avenues. (File 18144).

Order made granting the application subject to conditions set forth in the Order. (See Order 15280).

2948. Petition from farmers in the vicinity of Ribstone, Alta., asking that the G. T. P. be directed to install siding accommodation suitable to accommodate two elevators and loading platform at that point. (File 12578).

Order made dismissing the application.

2949. Complaint, W. F. Stevens, Live Stock Commissioner, Edmonton, Alta., alleging failure of C. P. R. to make improvements to stock yard at Wetaskiwin and Camrose. (File 8234-4).

Judgment reserved.

2950. Application, Interprovincial Coal Co., for an Order directing that the freight rate from Clover Bar, Alta., to Strathcona, Alta., be changed on coal from $27 per car to 40 cents per ton, or such rate as the Board may think reasonable, over Canadian Pacific, Canadian Northern and Grand Trunk Pacific Railways. (File 18226).

Order made dismissing the application.

2951. Application of Saskatchewan Grain Growers' Association, Earl Grey Branch, for an Order directing the C. P. R. to increase the size of the loading platform at Earl Grey, Sask. (File 16213).

Order made that C. P. R. Co. extend its grain loading platform at Earl Grey, so that it may accommodate at least three cars. Work to be completed by the 1st November, 1911. (See Order 14965).

2952. Application, R. S. Anderson, of Moosejaw, Sask., for an Order directing the C. P. R. to provide an elevator track and loading platform at passing siding in Section 8, Township 16, Range 24, W. 2nd Meridian, Sask. (File 17027).

No Order necessary, the work having been completed on September 10.

2953. Complaint, Charles W. Deaver, Viscount, Sask., that the G.T.P. will not furnish him with a cattle pass on his farm, N.W. Quarter Section 28, Township 34, Range 27, W. 2nd Meridian, Sask. (File 14896).

Order made dismissing the complaint. (See Order No. 16208).

2954. Consideration of the matter of protection at the C. P. R. Co.'s crossing at Morse, Sask. (File 9437-463).

Order made that upon the closing up of said portion of the road allowance the C. P. R. Co. be authorized to open and construct at its own expense a highway by extension of Main street in the County of Morse. Order No. 12264, 18th July, 1910, rescinded. (See Order 15493).

2955. Application, City of Saskatoon, Sask., under Section 29, for an Order permitting the C. N. R. to switch cars during the night on proposed spur to power house west of Avenue B., Saskatoon, Sask. (File 6256, Case No. 2650).

Order made dismissing the application. See judgment of Commissioner McLean, 5th October, 1911.

2956. Petition, Local Improvement District 161 *re* highway bridge over the tracks of the C.P.R. over Fillmer Creek. (File 16165).

City of Moosejaw to be added as party and show cause why it should not contribute towards the cost of work, if bridge is ordered by the board.

2957. Complaint, Municipality of Pordue No. 346, in connection with a proposed overhead bridge at the crossing at mileage 33·2 on the C.P.R. west of Askwith, Sask., at the junction of Sections 22-23-26-27. (File 14955).

No action taken.

2958. Application, G. T. P. Branch Lines Co., under Section 237, for approval of highway crossing and diversion on its Prince Albert branch in the S.W. quarter Section 28-33-27, W. 2nd Meridian Sask (File 10795-27).

Order made granting the application. (See Order 14990).

2959. Application, C. N. R., under Sections 227 and 228, for authority to cross and join with its lines and tracks the spur to the Manitoba and Saskatchewan Coal Co. and to join with the spur to the Western Dominion Collieries, in the S. W. Quarter of Section 19, Township 2, Range 6, W. 2nd Meridian, near Bienfait, Sask. (File 17625).

Stands for further hearing. No action taken.

2960. Application, C. P. R., under Sections 222 and 237, for authority to construct spurs for Messrs. A. Bowerman and Cushing Bros., in the City of Saskatoon, Sask. (File 17696).

Order made rescinding Order 14466, dated July 17, 1911, and authorizing the company to construct sprus subject to certain conditions in the Order. (See Order 15091).

2961. Petition, Board of Trade of Waldheim, Sask., that the C. N. R. be directed to remove stumps and brush on right of way through Waldheim, to protect from fires. (File 4741-14).

C. N. R. Counsel stated that work had been done. No Order issued.

2962. Application, Vancouver Board of Trade for an Order directing the C. P. R. and other companies to cease charging discriminatory rates on Alberta grain to the Pacific Coast as compared to grain rates to Port Arthur and Fort William.

NOTE.—The C. P. R., C. N. R. and G. T. P. Rys. will be required to speak to the reasonableness of the mileage tariffs on grain and grain products now being charged for local shipments within wheat territory between Lake Superior and the Mountains. (Adjourned hearing). (File 13857).

The Railway Companies to file statement and serve the same upon the Shippers' Section of the Winnipeg Board of Trade. C. N. R. Co. to file and serve a copy of their company's position in writing. Mr. Pitblado, K.C., to advise the Board as soon as he receives the written statements of the railway companies whether or not it will be necessary to have a further hearing.

2963. Complaint, Rural Municipality of Kindersley, Sask., relative to dangerous crossing over C. N. R. between S.W. Quarter Section 4, Township 29, Range 23 and N.W. Quarter Section 33, Township 28, Range 23, and asking that overhead crossing be installed. (File 9189.2).

Order made authorizing the Railway Company to divert highway at point in question and to expropriate certain lands for that purpose. Work to be completed by September 1, 1912. (See Order No. 16434).

2964. Complaint, Local Improvement District No. 183, Saskatchewan, relative to alleged ineffective cattle guard protection on the line of the G. T. P. (File 455.8).

No Order made.

2965. Complaint, Town of Moosomin, Sask., relative to unsatisfactory train service furnished that Town by the C.P.R. (File 17738).

No action taken.

2966. Complaint, Frank E. Adams, Cupar, Sask., relative to freight rates on wheat from Cupar to Saskatoon as compared with rate to Fort William on the C. P. R. (File 16254).

No action taken. Reserved for consideration in connection with the Western Local Grain and Grain Products Rates case.

2967. Application, Express Traffic Association of Canada, on behalf of the Express Companies represented at Regina, Sask., for approval of delivery limits. (File 4214-106).

Order made that the tolls of Express Companies shall include the collection and delivery of express freight by the said Companies, or their agents, in all streets, avenues, etc., passable for vehicles in that portion of the City outlined in said Order. (See Order 14906).

2968. Application, Express Traffic Association of Canada, on behalf of the Express Companies represented at Saskatoon, Sask., for approval of delivery limits. (File 4214-139).

Order made that the tolls of Express Companies shall include the collection and delivery of express freight by the said Companies, or their agents, in all streets, avenues, etc., passable for vehicles in that portion of the City outlined in said Order. (See Order 14985).

2969. Application, Canadian Northern Express Co., for approval of delivery limits in Prince Albert pursuant to Order of the Board No. 13357 as shown in red on map filed with application. (File 4214-92).

Order made that the tolls and Express Companies shall include the collection and delivery of express freight by the said Companies, or their agents, in all streets, avenues, etc., passable for vehicles in that portion of the City outlined in the Order. (See Order 14986).

2970. Application, Dominion Express Co., for approval of proposed delivery limits at Moosejaw, Sask. (File 4214-73).

Order made that the tolls of the Express Companies shall include collection and delivery of express freight by the said companies in all streets, avenues, etc., in that portion of the City of Moosejaw described in the Order. (See Order 15001).

2971. Application, Dominion Express Co., for approval of proposed delivery limits at Weyburn, Sask. (File 4214-135).

Order made that the tolls of the Express Companies shall include collection and delivery of express freight by the said companies in all streets, avenues, etc., in that portion of the Town of Weyburn described in the Order. (See Order 14999).

2972. Application, Dominion Express Co., for approval of proposed delivery limits at Yorkton, Sask. (File 4214-137).

Order made that the tolls of the Express Companies shall include collection and delivery of express freight by said Companies in all streets, avenues, etc., in that portion of the Town of Yorkton described in the Order. (See Order 15538).

2973. Application, Canadian Express Co., for approval of proposed delivery limits at Watrous, Sask. (File 4214-123).

Order made that the tolls of the Express Companies shall include collection and delivery of express freight by the said Companies in all streets, avenues, etc., in that portion of the Town of Watrous described in the Order. (See Order 14984).

2974. Complaint, Fiske Grain Growers' Association, relative to delay of the C. N. R. in providing loading platform at Fiske. (File 17330).

No Order made. Counsel for C. N. R. stated platform had been completed.

2975. Petition, residents of Silton and surrounding district on the Regina-Bulyea branch of the C. P. R., for an order directing the said Compnay to have them erect a station at the townsite of Silton, Sask. (File 18043).

No Order made. Counsel for C.P.R. stated that company had undertaken to construct station.

2976. Complaint, Wm. Lalonde, Marcelin, Sask., against C. N. R. for lack of fencing along right of way. (File 17787).

No order made. C. N. R. counsel stated fencing had been completed.

2977. Complaint, J. M. Smith, Wolffton, Sask., alleging failure of the C. P. R. to make payment for right of way on his farm in the N.W. Quarter of Section 16, Township 25, Range 25, Sask. (File 4087-18).

Order made that the Canadian Pacific Railway Company construct a cattle pass at station 1458, work to be completed by the 1st of June, 1912. (See Order 15732).

2978. Complaint, R. C. Kisbey, Estevan, Sask., against the C. N. R. in connection with payment for right of way across Section 26, Township 7, Range 3, W. 2nd Meridian, and west half Section 32, Township 2, Range 6, W. 2nd Meridian. (File 10799-40).

No Order made. C. N. R. counsel stated matter had been settled.

2979. Complaint. Fred. Karlenzig, Lemberg Flour Mills, Lemberg, Sask., relative to discrepancies in rates on flour from Lemberg to Winnipeg and Fort William via the C. P. R. (File 15546).

No action taken. Judgment reserved.

2980. Application, Stockton & Mallinson, Ltd., Regina, Sask., requesting permission to place before the Board facts in connection with the Express Tariff on fruit and vegetables in carloads ex Washington and Oreogn points. (File 4214.183).

Order made dismissing the application. (See Order No. 16345).

2981. Complaint, Regina Board of Trade that the C.P.R. has contravened Order No. 6947 of April 26, 1909, prescribing from California shipping points to Regina a rate of $1.50 per 100 lbs. on oranges in straight carloads or on mixed carloads of oranges and lemons, and $1.45 per 100 lbs. on lemons in straight carloads from Los Angeles points by withdrawing the rate of $1.45 on lemons in straight carloads and charging thereon $1.60 per 100 lbs. (File 5622).

Judgment reserved. Matter will be taken up by Board with Interstate Commerce Commission with a view to concurrent action.

2982. Complaint, Board of Trade, Theodore, Sask., relative to station platform at that point being too short. (File 18145).

Settled by the parties.

2983. Application, Board of Trade, Weyburn, Sask., for an Order requiring the C.N.R. and C.P.R. to establish transfer track near Midale, Sask. (File 16613).

No Order necessary at present.

2984. Application, Qu'Appelle, Long Lake & Saskatchewan Ry., under Sec. 222, for authority to construct branch line on Lauriston street, Saskatoon, Sask. (File 13918).

No action taken.

2985. Petition of the residents of Birds Hill, Man., and vicinity for an Order restraining the Canadian Pacific Railway from building additional tracks to gravel pit. (File 5680.2).

No action taken, as no application before the Board in connection with the spur complained of.

2986. Application, City of St. Boniface, Man., for an Order requiring the Canadian Northern Railway to construct a subway on Tache Ave., at the intersection of La Verandrye street. (File 1413.1).

Application withdrawn without prejudice to renewal at any time.

2987. Application, Grand Trunk Pacific Branch Lines Company, under Section 227, for approval of crossing with its Melville-Regina branch the Prince Albert branch of the Canadian Northern Railway in the S.E. Quarter of Section 36, Township 17, Range 20, W. second Meridian, Regina, Sask. (File 10863.18).

Order made granting the application. Work to be completed by the 15th of December, 1911. Applicant company to pay whole cost of providing maintaining and operating interlocking plant. (See Order 15002).

2988. *Re* non-fencing by Canadian Northern Railway of right of way on S.E. of 2-18-20, W. 2nd M. (File 18325).

Railway Company undertook to have fencing done by 15th June, 1912.

2989. Petition, Rural Municipality of North Cypress, Man., for a transfer track between the Canadian Pacific Railway and Canadian Northern Railway at Munroe siding and the Town of Carberry, Man. (File 4791).

Order made refusing application for a transfer track at Munroe's siding and directing the respondent railway companies to construct a transfer track in the Town of Carberry. Work to be completed not later than the 15th of June, 1912, and expense of work to be divided equally between railway companies. (See Order 15153).

2990. Application, Continental Oil Company, the Prairie City Oil Company, Limited, and the Winnipeg Oil Company, Limited, for an Order reducing the commodity rate on oil, coal, fuel, gas, petroleum, road or carbon, benzine, benzole, petroleum residum, crude petroleum, petroleum lubricating, naphtha and gasoline, from Minneapolis, St. Paul, Minnesota Transfer, Duluth, Minnesota, and Superior, Wis., to Winnipeg, Calgary, Regina, Saskatoon and Edmonton. (File 17693).

Order made dismissing the application. (See Order No. 15335).

2991. Application, J. H. Ashdown Hardware Company, Limited, for a revision in Canadian Car Service Rules to permit free time for unloading bar iron, steel and long pipe. (File 1700.8).

Order made dismissing the application.

2992. Complaint, Manitoba Free Press Company, Winnipeg, Man., relative to Express classification on newspapers from Winnipeg to Calgary and Revelstoke. (File 4397.9).

Order made that in item at page 18 in the Express Classification for Canada No. 2 the words "other than daily" be inserted after word "newspapers," and that certain items as therein enumerated be added to said classification No. 2, etc. (See Order 16061).

2993. Resolution of the Fort William Board of Trade that Fort William be made an Order point for railways for all western grain. (File 16923).

Stands for further consideration after applicants have advised the Board of result of application made to Government.

2994. Consideration of bulk grain bill of lading submitted by the Canadian Freight Association on behalf of railway companies for use of stations west of Port Arthur, Ont. (Adjourned hearing). (File 3678.7).

No action taken as Order already made. (See Order No. 14591).

2995. Application of the St. Boniface Board of Trade, of St. Boniface, Man., asking for extension of express delivery limits and telegraph delivery limits. (File 4214.159).

Order made that the tolls of the Express Companies shall include collection and delivery of express freight by the said companies in all streets, avenues, etc., in that portion of the City of St. Boniface described in the Order. (See Order 15024).

2996. Application of the Express Traffic Association of Canada on behalf of the Express Companies represented at Winnipeg, Man., for approval of delivery limits. (File 4214.145).

Order made that the tolls of the Express Companies shall include collection and delivery of express freight by the said companies in all streets, avenues, etc., in that portion of the City of Winnipeg described in the Order. (See Order 15006).

2997. Application, G.T.P. Branch Lines Co., under Sec. 227, for authority to cross at grade with the lines and tracks of its Biggar-Calgary branch the lines and tracks of the Mooesjaw-Lacombe branch of the C.P.R. at Druid, Sec. 6, Tp. 33, Range 20, W. 3rd M., Sask. (File 15832.3).

No action taken, Order having been made. (See Order 14527).

2998. Application, City of St. Boniface, Man., under the Railway Act, for an Order directing the C.N.R. to remove the extra track laid by them in, along and across Marion street, the City of St. Boniface, and for such further and other Order as may be right and just under the circumstances. (File 16027).

Application withdrawn.

2999. Complaint, R. Warren, Isabelle, Man., relative to C.N.R. not fencing right of way on Hallboro branch through his farm in north half of Sec. 7, Tp. 15, Range 25, W. 1st M., Manitoba. (File 8318.66).

No Order made. Counsel stated work was completed on 26th August 1911.

3000. Petition, residents of McCreary, Man., with regard to alleged poor train service of the C.N.R. between McCreary Jct. and Dauphin, Man. (File 17755).

Counsel stated that train service had been re-arranged and would file copy of bulletin showing service.

3001. Petition, residents of McCreary, Man., with regard to the alleged poor accommodation for freight at that point on the line of the C.N.R. (File 17756).

No Order made. Counsel stated that third class station would be erected and completed by end of October, 1911.

3002. Complaint, residents of the vicinity of Cardale, Man., that station and agent be installed at that point on the line of the Canadian Northern Railway. (File 18007).

No Order made as to appointment of permanent agent. Railway Co. stated that grain agent had been appointed at this station for grain season.

3003. Consideration of the matter of protection of the C.N.R. Co's main line crossing Main street, Winnipeg, at north end of Norwood (Marion) bridge. (File 9437.615).

Companies agree to comply with recommendation of report of Board's officer dated 27th July and gates ordered. Judgment reserved as to distribution of costs.

3004. Application, Express Traffic Association of Canada, on behalf of the Express Companies represented at Portage la Prairie, Man., for approval of delivery limits. (File 4214.105).

Order made that the tolls of the Express Companies shall include collection and delivery of express freight by the said companies in all streets, avenues, etc., in that portion of the City of Portage la Prairie described in the Order. (See Order 14882).

3005. Application, Express Traffic Ass'n of Canada, on behalf of the Express Companies represented at Selrirk, Man., for approval of delivery limits. (File 4214.140).

Order made that the tolls of the Express Co. shall include collection and delivery of express freight by the Company or its agents in all streets, avenues, etc., passable for vehicles in that portion of the Town of Selrirk as set out in the Order. (See Order No. 14983).

3006. Application, Express Traffic Ass'n of Canada, on behalf of the Express Companies represented at Brandon, Man., for approval of delivery limits. (File 4214.94).

Order made that the tolls of the Express Co. shall include collection and delivery of express freight by the Company or its agents in all streets, avenues, etc., passable for vehicles in that portion of the City of Brandon as set out in the Order. (See Order No. 14881).

3007. Application, John Stevens Co., of Winnipeg, Man., for the addition of sink pumps, range boilers, and plumbers' oakum to the 'Plumbers' Supplies' list of the Canadian Classification at 5th class in carloads. Also that the carload rating of bath tubs and earthenware or crockery closet bowls be reduced from 4th to 5th class. (File 18005).

Judgment reserved.

3008. Complaint, Freight Claims Bureau, Winnipeg, Man., relative to Canadian Northern Railway and Canadian Pacific Railway at Winnipeg, referring them to Montreal for collection of claims. (File 17725).

Order made dismissing the application. (See Order 15141).

3009. Complaint, residents in the vicinity of Tilston, Man., regarding the poor train service furnished by the Canadian Pacific Railway, and request that the Board intercede to obtain a station agent at that point. (File 17293).

No action necessary. Company having complied with recommendations contained in Inspector's report.

3010. Complaint, Municipality of Brokenhead, respecting location of Canadian Pacific Railway station at Lydiatt, Man., on S. ½ Section 17, Township 12, Range 8, E. (File 17372).

No action necessary. Company stated that it was not its intention to close the road.

3011. Consideration of the forms of Live Stock contract submitted by Railway Companies subject to the jurisdiction of the Board. (File 16749.)

Adjourned for further consideration.

3012. Complaint, City of Winnipeg, relative to dangerous condition of crossing of Canadian Pacific Railway on Higgins Ave. (Fonesca), Winnipeg. (File 9437.691.)

Referred to the Board's Inspector for report.

3013. Application, Municipality of Shellmouth, Man., for an Order directing the Canadian Northern Railway to provide a road allowance between Section 6, Township 22, Range 28, W. 1st M., and Section 1, Township 22, Range 29, W. 5th M., on Canadian Northern Railway. (File 18191.)

No Order made. Counsel for Canadian Northern Railway stated work under way and would be finished by 16th September.

3014. Application, Canadian Pacific Railway, for an Order directing the Canadian Northern Railway to install interlocking plant at the crossing of their railway with the Canadian Northern Railway at St. Boniface. (File 133.)

Board directs that plans for interlocking plant be filed by October 15, 1911. The question of apportionment of cost reserved for further consideration.

3015. Complaint, Manitoba Dairymen's Association against Express Companies in western Canada that the companies have not made reduction in the tariff on sweet cream as required by Board's Judgment. (File 4214.55.)

Order made in accordance with the judgment of the Assistant Chief Commissioner, dated 19th July, 1911. (See Order No. 14594).

3016. Complaint of the Town of Emerson, Manitoba, alleging that the trestle work on the Canadian Northern Railway at Main street is too low. (File 18233.)

Withdrawn by complainants.

3017. Complaint of the Mutchenbacker Bros., Mafeking, Man., alleging overcharge on shipment of lumber from Mafeking, Man., to Fleming, Sask., via the Canadian Pacific Railway and the Canadian Northern Railway. (File 18179.)

Stands to enable the parties to settle. If not arranged Board will hear such further evidence as either party desires to produce.

3018. Application, Canadian Freight Association for approval of draft of proposed local freight tariff of charges for the use of refrigerator cars loaded with perishable freight at points west of and including Port Arthur on railways subject to the Board's jurisdiction. (File 18234.)

Order made dismissing the application. (See Order 15473.)

3019. Application, Canadian Northern Ontario Railway under Section 237, for authority to cross the Point Anne road between Lots 20 and 21, Point Anne concession, township of Thurlow, with a proposed siding. (File 3878.452.)

Order made granting application.

3020. Application, Grand Trunk Railway under Sections 222 and 237, for authority to construct a siding with twelve spurs therefrom commencing at a point east of Queen street, Acton, Ont, and into the premises of the Acton Tanning Co. and Beardmore & Co. (File 18225.)

Order made granting application.

3021. Application, Municipal Corporation of the City of Guelph, Ont., for authority to construct subway for foot passengers under the tracks of the Grand Trunk Railway midway between Wilson St., and Norfolk St., in the City of Guelph, subway to be eight feet wide and eight feet high. (File 17586).

Order made directing the Grand Trunk Railway to construct a foot subway under its tracks between William and Norfolk St., Guelph. The work to be done by the Grand Trunk Railway Co. but to be paid for by the City of Guelph. Any claim for abuttal or other damages against the Grand Trunk Railway by reason of the construction of Gordon St. subway to be settled by arbitration, as set out in the Order. (See Order 15450.)

3022. Application, City of Guelph, Ont., under Sec. 238, for authority to construct a subway for foot passengers under the tracks of Grand Trunk Railway at Huskisson St., Guelph, Ont. (File 9248, Case 4433).

Order made that the Grand Trunk Railway construct a foot subway immediately east of the eastern abutment of the main subway on Huskisson St. Detail plans to be submitted to the City of Guelph by an Engineer of the Board for approval. Cost of the subway to be borne and paid for by the City of Guelph. Any dispute arising in connection with this matter to be referred to the Board. (See Order No .14883.)

3023. Application, Board of the Ontario Provincial Winter Fair, Toronto, under Sec. 256, for an Order authorizing construction of a subway under Grand Trunk railway tracks at Guelph. (File 17992.)

Order made authorizing the construction of the subway, to be completed by the 1st December, 1911. Cost of construction of the subway to be borne and paid for by the Ontario Provincial Fair. (See Order 14878.)

3024. Complaint, H. J. Dennison, Barry's Bay, Ont., that a station at Aylen Lake with crossings have been moved and asking for flag station at Opeongo Forks on the line of the Grand Trunk Railway. (File 4497.)

No Order issued, but trains to stop on Wednesdays on flag, weekly.

3025. Application, City of Sherbrooke, under Sec. 250, for authority to construct drain pipes and sewers under the Grand Trunk Railway tracks in the South Ward of the City of Sherbrooke. (File 17539.)

Application withdrawn.

3026. Application, City of Sherbrooke under Sec. 250, for authority to construct drain pipes and sewers in South Ward of the City of Sherbrooke under the tracks of the Canadian Pacific Railway. (File 17538.)

Application withdrawn.

3027. Application, City of Sherbrooke, under Sec. 250, for an Order directing the Canadian Pacific Railway to allow the construction of water pipes under railway tracks in the South Ward of the City of Sherkrooke, the Sherbrooke Real Estate Co. being the owner of the land adjacent to both sides of the railway track. (File 18156.)

Application withdrawn.

3028. Application, City of Sherbrooke, under Sec. 250, for authority to construct water pipes under Grand Trunk Railway in the South Ward, City of Sherbrooke. (File 18104.)

Application withdrawn.

3029. Application, Algoma Central & Hudson Bay Ry. Co., for approval of grade crossing of the Canadian Pacific Railway at Hobon. (File 14893.1.)

Order made granting application.

3030. Application, Campbellford, Lake Ontario & Western Ry., under Sec. 159, for an Order approving location of its Cobourg to Glen Tay line from mile 0 at western boundary of road allowance between Lots 9 and 10, Con 1, Tp. of Thurlow, westerly across said township and across City of Belleville at mile 2.3. (File 3701.2.)

Order made approving the location of the applicant company's line from mileage 0 to mileage 2.3. (See Order No. 15289.)

3032. Application, Canadian Northern Ontario Railway, under Sec. 237, for authority to divert the private roadway for C. H. & B. Billings, Lot 18, Junction gore, Tp. of Gloucester. (File 3878.459.)

Application refused.

3033. Application, Canadian Northern Ontario. Railway, for authority to make temporary crossing for construction purposes only until July 31, 1912, over the Grand Trunk Railway and Canadian Pacific Railway tracks near Ottawa. (File 3878.244.)

Order made granting application.

3034. Application, Canadian Northern Quebec Railway, under Secs. 178, 284 and 317 for authority to take portions of Lot 105 on northerly side of Marlborough St., and Lot 107 on the south-easterly side of Stadacona St., Hochelaga ward, in the City of Montreal, for the purpose of extending its yards and obtaining increased facilities for traffic and for the purpose of constructing and taking works and measures approved by the Board under Order No. 12840. (File 15001.1.)

Order made that Canadian Northern Quebec Railway, be authorized to take for the purposes of its railway the land applied for. (See Order 14979.)

3035. Petition Coal Dealers of Prescott, Ont., asking for a reduction in charges made by the Canadian Pacific Railway for shunting of coal in the Prescott yards. (File 17860.)

Order made that the Canadian Pacific Railway reinstate by the 23rd December 1911, the rate shown in its tariff C.R.C. E. 1234, effective 1st September 1908, of 15

cents, per net ton minimum $3.00 per car and service of switching in its yards at Prescott. Cars containing coal and coke received from the N.Y.C. & H.R.R. Co. See Order No. 15472.

3036. Complaint, Robert Cox & Co., Montreal, relative to export lumber rates, Canadian Pacific Railway, from points beyond Nominingue, Que. (File 17622.)

Order made that the Railway Co. reduce its export rate on lumber from Loranger, Hebert and Campeau to 5 cents per 100 lbs. and from Routhier, Mount Laurier, to 6 cents, and that the company file a tariff making the said rates effective not later than the 18th October, 1911. (See Order 14964.)

3037. Consideration of the matter of a uniform code of regulations governing the testing of hearing and eyesight of railway employees required to take such tests. (File 1750, Part 5.)

Judgment reserved.

3038. Consideration of the matter of protection of Grand Trunk Railway crossing at Edward St., one quarter of a mile east of Prescott station. (File 9437.681).

Order made for protection of crossing by an electric bell. 20 per cent of the cost of installation to be paid out of The Railway Grade Crossing Fund; the remainder by the Railway Company. The speed of trains operated over the crossing other than the main track to be limited to a rate not exceeding ten miles an hour. (See Order 15806.)

3039. Application, Canadian Northern Ontario Railway, under Section 167, for approval of revised location of the Ontario and Rainy Lake Railway across Rainy Lake, Ont. (File 13979.1.)

Order made approving of the revised location, subject to the conditions set forth in the Order, with regard to the erection of piers, building of the bridge, and the leaving of an opening at Rocky Inlet, to admit of the passage of boats and logs. (See Order 15005.)

3040. Consideration of the matter of requiring all main line points within the limits of Calgary terminals, Canadian Pacific Railway, to be protected with interlocked signals. (File 18263.)

Struck off the list.

3041. Application, Canadian Northern Ontario Railway, for authority to cross the tracks of the Canadian Pacific Railway near Chaudiere Junction, on hand signal until the 31st of July, 1912, for construction purposes only. (File 3878.252.)

Order made extending time to the 1st January, 1912.

3042. Application, Oshawa Electric Railway Company, under Section 29, for an Order to set aside and rescind Order No. 14508, dated August 8, 1911, authorizing the Toronto Eastern Railway Company, to construct its lines and tracks across the lines and tracks of the Oshawa Electric Ry. Co., at Simcoe St. Oshawa, Ont.

(File 15881.33. (Adjourned hearing.)

Order made amending Order No. 14508 by providing that the mode of crossing and protection, if any, be reserved to be brought up before the applicant company commences to operate. (See Order No. 14973).

3043. Application, Oshawa Electric Railway Company, under Section 29, for an Order to set aside and rescind Order No. 14509, dated August 8, 1911, authorizing the Toronto Eastern Railway Company to construct its lines and tracks across the line and tracks of the Oshawa Electric Railway Company's industrial track to Carriage Factory, in the Town of Oshawa, Ont. (Adjourned hearing). (File 15881.34).

Order made amending Order 14509 by cancelling provision requiring the company's cars and trains to be brought to a full stop and providing instead that the mode of crossing and protection, if any, be reserved and brought up before the applicant company commences to operate. (See Order No. 14872).

3044. Application, Kootenay & Alberta Railway, under Section 175, for authority to take certain land on south side of Canadian Pacific Railway main line at a point in Section 3-7-30. W. 4th M., Alberta. (File 16687.7).

Order made granting the application.

3045. Application, Montreal Street Railway, for approval of amalgamation agreements with the Montreal Terminal Railway and the Montreal Park & Island Railway. (File 18384).

Order made refusing the application. (See Order 15004).

3046. Application. Town of Tilbury, Ont., that the Michigan Central Railroad Company be required to place gates at Queen street crossing and to have the electric bell at that crossing removed to the crossing at the easterly limit of the town. (File 9437. Case No. 4610).

Order made directing that Queen street crossing shall be protected by gates to be installed by the Railway Company by the 11th January, 1912. The gates to be operated day and night. The cost of maintenance to be borne and paid by the Railway Company. The bell at Queen street to be removed to Tilbur street. The Town of Tilbury to pay 20 per cent of the cost of removing the bell but not to exceed $100. Order 15101 rescinded. See Order 15201.

3047. Application Grand Trunk Railway, under Sections 222 and 237, for authority to construct branch line commencing in the City of Brantford extending westerly and south-westerly through Holmedale district crossing hydraulic canal and Grand River to Brantford and Tillsonburg branch Grand Trunk Railway crossing following streets:—

Paris Road (under crossing).
Unnamed Street (not open),
Bush Hill Street (not open),
Oakly Park Street, (not open),
Dufferin Avenue (not open),
Chestnut Street (not open),
Burwell Street (not open),
Wilkes Street (not open),
Albert Street (not open),
Holme Street (not open),
Charles Street (not open),
Marion Street (not open),
West Mill Street,
Senaca Street (not open),
Burford Road,
Mount Pleasant Road (to be diverted).
(File 15487).

Order made approving the location and authorizing construction of branch line. Draft terms to be settled between parties. In event of disagreement Board will settle.

3048. Application, Grand Trunk Railway for approval of highway crossing on its Holmedale branch, Brantford, Ont.—

Paris Road, undercrossing of highway and Grand Valley Electric Railway,
Oakly Park Street,
Dufferin Avenue,
Holme Street,
West Mill Street,
Park Drive Boulevard,
Mount Pleasant Road (township of Brant).
Burford Road.

Order made granting the application on terms and conditions as set forth in the Order. (See Order No. 16097).

3049. Application T. H. and B. Railway Company, under Sections 235, 236 and 237, for authority to cross at grade Newport street, Brantford, Ont., immediately adjoining stations and freight sheds, with spurs marked "Team track" "A," "B," "C" and "D." (File 17991).

Order made authorizing the T. H. and B. Railway Company to cross Newport street at grade. (See Order 15866).

3050. Application, City of Hamilton, Ont., under Section 250, for authority to lay a sewer under the tracks and round-house of the Toronto, Hamilton & Burlington Railway, in Hamilton, Ont. (File 17807).

NOTE.—The Board will take up the settlement of the terms of the Order issued in this matter.

Order made granting the application. See order granting the application. (See Order 15240).

3051. Consideration as to what protection should be installed at the crossing of the Grand Trunk Railway just east of Grimbsy Beach, Ont. (File 9437.709).

Order made adding H. G. & B. Elec. Ry. as a party. Slow order and watchman in meantime to be taken off.

3052. Application, City of Hamilton, for approval of plan of subway under main line of Grand Trunk Railway, at a point where proposed extension of Birch Avenue northerly would interest that company's main line near Sherman's Inlet, Hamilton, Ont. (File 17346).

Order made approving plans as filed by Grand Trunk Railway.

3053. Application, City of Hamilton, for approval of plan showing subway under tracks of Grand Trunk Railway (N. & N. W. Div.) at a point where proposed extension of Birch Avenue northerly would intersect the Grand Trunk Railway near Sherman's Inlet, Hamilton, Ont. (File 17345).

Order made authorizing City of Hamilton to construct the subway applied for with a headway of at least 15 feet over tracks of the Grand Trunk Railway. The grade of the railway to be raised approximately 1 foot to provide sufficient room for the extension north of Berkeley Avenue, the cost of changing grade of the railway company, provided it does not exceed $1,000, to be paid by the City of Hamilton. (See Order No. 16653).

3054. Application, City of Hamilton, for an Order approving of plans for construction of a subway under tracks of northerly spur line of T. H. & B. Ry. at a point where proposed extension northerly of Birch Ave. would intersect said spur line near Sherman's Inlet, Hamilton, Ont. (File 16748.1).

Order made authorizing the construction of the subway at the expense of the City of Hamilton. (See Order 15090).

3055. Application, Grand Trunk Railway, under Sec. 257, for an Order approving of plans of overhead bridge carrying James St., Hamilton, Ont., and the tracks of the Hamilton Street Railway thereon across its railway. (File No. 17244).

Order made approving the plans for an overhead bridge over Jane street and authorizing the company to reconstruct the said bridge. (See Order No. 15247).

3056. Application, City of Hamilton, for approval of plans of construction of highway from northerly terminus of Birch Avenue, northerly to Gilkinson St., and for Order directing the construction of said highway and for Order directing the Hamilton Radial Electric Railway to construct their tracks on new route laid out from corner of Barton St., and Birch Ave. to Gilkinson St., Hamilton, Ont. (File 17347).

Order made authorizing the extension of Birch Avenue crossing with Railway Company's line. Cost to be borne by the City of Hamilton. Also directing the City of Hamilton to fill into a grade level with the present right of way of the railway Company those portions of Sherman Inlet which will be occupied by the relocated line of the Company. (For particulars see Order 15241).

3057. Application, Mrs. Florence Baugh, for an Order directing the Grand Valley Railway to fence the right of way in Lot 9, Con. 3. South Dumfries, Ont. (File 9994.13).

Order made that the Grand Valley Railway Company erect by the 11th November 1911, and thereafter maintain a suitable fence in front of the applicant's property, company to be subject to a penalty of ten dollars a day for every day that it is in default under the Board's Order. (See Order 15081).

3058. Application, T. H. & B. Ry., under Secs. 221, 222, 223, 235, 237, 176 and 227, for authority to construct spur in the City of Hamilton, Ont., from a point on its easterly belt line of railway in Lot 5, Con. 1, Tp. of Barton, and running northeasterly through the lands of Ada M. Gage and Industrial Development Co., Ltd.; across Ottawa and Homer streets to and across the lands and tracks of the Grand Trunk Railway and Hamilton Radial Electric Railway; through the lands of Industrial Development Co., Ltd., to and into the lands of Lorilla C. Gage and the Graselli Chemical Co.; also to expropriate strip of land belonging to the Grand Trunk Railway west of Ottawa street in Lot 5, Con. 1, Township of Barton; and to connect with the Grand Trunk Railway by means of a spur. (File 18312).

Order made granting the application. The work to be completed on or before the 1st December, 1911. (See Orders 15294 and 15046 in connection therewith).

Order made directing the Grand Trunk Railway Co. to construct by the 17th May, 1912, the spur line as applied for, subject to conditions set forth in the Order. (See Order 16347).

3059. Application, Clifton Sand, Gravel and Construction Co., for an Order directing the Grand Trunk Railway to provide a spur running through the Township of Stamford, connecting its main line with the property of the Applicant Company. File 18231.

Order made directing the Grand Trunk Railway Company to construct by May 17th, 1912, the spur connecting the main line with the property of the Applicant Company. See Order No. 16347.

3060. Complaint, Board of Health of Hamilton, Ont., relative to unsanitary condition of Grand Trunk Railway, Stuart Street Station. (File 18260).

Application withdrawn.

3061. Application, City of Hamilton, Ont., for an Order restraining the Grand Trunk Railway from shunting cars on Ferguson ave., Hamilton, Ont. (File 18292).

Matter to stand for one month. The Grand Trunk Railway to furnish Board with plans for abating the trouble complained of.

3062. Application, Clifton Sand, Gravel and Construction Company, for an Order directing the Michigan Central Railway to restore the rates on sand and gravel between Stamford, Ont., and surrounding points to which such material has for many years been shipped from pits at or near Stamford. (File 18265).

Judgment reserved.

3063. Application, City of Hamilton, under Sec. 237, for authority to construct Cumberland Ave. across spurs of T. H. & B. Ry. (File 18290).

Order made for opening street at expense of city and subject to standard regulation of Board.

3064. Application, T. H. & B. Ry., for authority to construct spur from Westinghouse spur extending across Linden St., into lands of H. W. Farr, at Hamilton. (File 18361).

Order made granting application .

3065. Application, T. H. & B. Ry., under Secs. 221, 222, and 223, for authority to construct spur in Hamilton from a point a short distance west of Sherman Ave. north on the Westinghouse spur line and running thence easterly across Sherman Ave., and along north side of Princess St., also under Secs. 245 and 237 to cross Sherman Ave., and along and upon north side of Princess St., into premises of Frost Wire Fence Company and Banwell-Hoxie Wire Fence Company. (File 17562)

Order made granting the application. The work to be constructed and completed by the 11th April, 1912. (See Order 15238).

3066. Application, T. H. & B. Ry., under Secs. 221, 222 and 223, for authority to construct a spur in Hamilton, extending from a point near the Sherman Inlet and a short distance west of Sherman Ave., North and running easterly into lands of Canada Steel Company and continuing into lands of E. C. Atkins & Co. (File 16460).

Order made granting the application. The work to be completed by the 11th April, 1912. (See Order 15086).

3067. Application, Grand Trunk Railway, under Secs. 222 and 237, for authority to construct sidings commencing south of Jex St., Brantford, Ont., extending in a north-westerly direction across Jew, Newport, and Oneida Sts., to and into premises of Waterous Engine Works. (File 18425).

Order made authorizing the construction of the spur and re-cinding Order No. 15255. (See Order 15862).

3068. Application, T. H. & B. Ry., for authority to construct branch lines in Hamilton to and into lands and premises of Standard Underground Cable Co. and E. C. Atkins & Co. (File 18348).

Order made granting the application.

3069. Application, Town of Goderich, Ont., under Sec. 228, for an Order directing the Grand Trunk Railway and Canadian Pacific Railway to connect at or near Goderich Harbour, Ont. (File 8007, case 3613).

Order made directing that the Canadian Pacific Railway Company on or before the 15th June, 1912, to construct an interchange track in connection with tracks used by the Grand Trunk Railway Company, in the town of Goderich; the company to bear and pay the cost of construction and maintain the interchanged track. (See Order 15777).

3070. Application, Town of Berlin; Ont., for an Order directing the Grand Trunk Railway to open Tuerk street across the line of the Grand Trunk Railway. (File 4714).

Order made that street may be opened by the city at its own expense.

3071. Application, Edward and Benjamin Baxter, of the Township of Bertie, Ont., under Secs. 221 and 226, for an Order directing the Grand Trunk Railway to construct, maintain and operate a branch line on Lot 10, Con. 7, to the applicants' stone quarry on Lot 4, Con. 8, Tp. of Bertie, Ont. (File 15113).

Order made authorizing the construction of a siding from Niagara Junction to a point in Lot 10. (For terms see Order No. 15282).

3072. Application, Grand Trunk Railway for approval of plans showing bridge to be constructed at highway diversion between Con. 5 and 6, Tp. of Esquesing, Ont., a short distance west of Rock Cut, west of Limehouse, 15th District, Middle Division. (File 9437·702).

Order made authorizing construction of the proposed bridge; the work to be completed by the 31st December, 1911. 20 per cent of the cost to be paid out of the Railway Grade Crossing Fund; 15 per cent by the Tp. of Esquesing; and the balance of 65 per cent by the applicant company. (See Order No. 15146).

3073. Application Grand Trunk Railway, under Sec. 237, for authority to rearrange its team tracks across Norwich St., Guelph, Ont., and to construct two additional team tracks one across Norwich St., and another upon a portion of Cardigan St., and across Norwich St., said team tracks to be used in connection with proposed freight shed. (File 15185).

Order made authorizing the applicant company to rearrange its existing team tracks across Norwich St., in the city of Guelph, and to construct two additional team tracks, one across Norwich St., and the other upon a portion of Cardigan St., and across Norwich St. The question of protection to be provided at Elora Road and Norwich St., reserved for further consideration. Order 15246 rescinded. (See Order 15337).

3074. Application Grand Trunk Railway, for authority to construct siding from a point on its railway south of Roumaine St., Peterboro, extending into premises of Messrs. Houedry & Sons. (File 18185).

Order made amending Order No. 14696 by providing that the owner of Lots 2 to 9 inclusive and Lot No. 18 on plan 135 be declared 'adjacent land owner'

within the meaning of Section 6 of amending Act amending Sec. 235 of the Railway Act. (See Order 15089).

3075. Application, Township of Georgina, Ont., for an Order directing the Canadian Northern Ontario Railway to construct a highway crossing at the 8th Concession line at Port Bolster, Ont. (File 2523).

No Order made, Railway Company undertaking to put in a highway crossing this fall.

3076. Complaint, Thomas Davies, that the Canadian Pacific Railway are expropriating his land in the Township of Nepigon without remuneration. (File 17462).

Complaint dismissed.

3077. Consideration of the matter of protection of Osler Avenue, crossing on line of Canadian Pacific Railway at West Toronto. (File 9437.714).

No Order made.

3078. Application, City of Toronto, under Sec. 237, for an Order directing the Grand Trunk Railway to erect gates and maintain watchman at John St. crossing. (File 9437·685).

Order made that the Grand Trunk Railway erect and maintain gates at its own expense at John St. in the City of Toronto. The gates to be operated by a day and night watchman and to be installed by the 15th January, 1912. (See Order No. 15270).

3079. Application, City of Toronto, under Secs. 237 and 238, for leave to construct a subway to carry roadway underneath tracks of the Grand Trunk Railway at Coxwell Avenue, Toronto, Ont. (File 18088).

Order made granting leave to City to construct subway at its own expense and to carry Coxwell Avenue across the lines of the Grand Trunk Railway Company, in accordance with judgment of the Chief Commissioner.

3080. Application, City of Toronto, under Secs. 237 and 238, for an Order directing the Grand Trunk Railway to erect and maintain gates at Royce Avenue, Toronto, and operate such gates by watchmen (File 9437·704).

Order made directing Railway Company to erect and maintain gates and to file plans in accordance with terms of Judgment of the Chief Commissioner.

3081. Application, Canadian Northern Ontario Railway, under Sec. 159 for approval of location through the Townships of Trafalgar and Nelson, mileage 19.68 to mileage 34.84 from Yonge St., Toronto, Ont. (File 12021.2).

Order made granting application.

3082. Application, Canadian Northern Ontario Railway, under Secs. 237 and 258, for authority to divert the Don Esplanade and approval of the location of the Don Station. (File 3878.350). (Adjourned hearing).

Order to go on consent and to contain a clause that the property owners injuriously affected shall be compensated.

3083. Application, Canadian Northern Ontario Railway, under Sec. 159, for approval of location through the Township of Toronto, mileage 10:97 to mileage 19.68 from Yonge St., Toronto, Ont. (File 12021.1).

Order made without prejudice to the location of stations as contended for by those appearing.

3084. Application, Canadian Northern Ontario Railway, under Secs. 159 and 237, for approval of location of its line of railway from Davenport Road to McClennan Avenue, Toronto, Ont., and for authority to cross highways as shown on plans. (Adjourned hearing.) (File 12021).

Stands pending the filing and approval of the location plans herein.

3085. Application, Bell Telephone Co., under Section 245, for an Order forbidding the Toronto & York Radial Railway from erecting, placing or maintaining lines or wires across lines or wires of the Bell Telephone Co. at point of intersection of same by the Toronto & York Radial Railway, on road allowance between Lots 11 and 12,

Concession 2, Township of East Gwillimbury, Ont., without leave of the Board. (File 18023).

No Order made. Counsel for Toronto & York Radial undertaking to have the crossing made to comply with the Board's regulations.

3086. Application, Powell Door & Lumber Co., for an Order as to the assessment of damages reserved by Order 13121, dated Feb. 27, 1911, in *re* Grand Trunk Railway crossing Front St., and John St., Toronto. And for an Order directing how and by whom the said assessment shall be made in connection with the level crossing over Front St., opposite the premises of the company, the erection of gates thereon and the operation of both the railroad and the gates. (File 231).

Order made dismissing application.

3087. Application, Grand Trunk Railway, under Sections 222 and 237, for authority to construct, maintain, and operate a branch line of railway or siding commencing at a point on its railway as already constructed on the reserved 150 feet roadway north of Keatings Channel and Ashbridge's Bay Toronto, Ont., thence extending in a north-easterly direction upon and along the said reserved 150 feet roadway to the east side of Leslie St., with three spurs therefrom to and into the premises of the Imperial Varnish & Color Co., A. R. Clarke & Co., and the Canada Paint Co., respectively. (File 18268).

Order made authorizing the construction of a branch line. Running rights with the consent of the applicant company granted to other railway companies. The terms of the user of the said siding to be fixed by the Board. The City of Toronto to be at liberty at any time to purchase the tracks from station 13·75 at a point marked "B" to a point marked "G" on the east side of Leslie St., at station 77.57 at the cost price thereof with interest. Reserving to the applicant company the same right of the user of said tracks as are granted any other company or companies. (See Order No. 15246).

3088. Application, Grand Trunk Railway, under Sections 222 and 237, for authority to construct track to premises of the Steel Company of Canada and crossing Windermere Ave., Toronto, Ont. (File 17710.)

Order made; the Grand Trunk Railway at its own expense to provide any protection that may be required at any time. Canadian Pacific Railway Co. to have the right to joint user. All movements to be flagged across.

3089. Application, Canadian Pacific Railway under Sections 222 and 237, for authority to construct branch lines from points on the Union Station tracks near Bathurst St., in the City of Toronto, leased to the applicant company for railway purposes lying to the east of John St., produced and to the south of Lake St., and to cross with said branch lines the highways of prolongations or allowance for highways known as Spadina Ave., John St. and Lake St., Toronto, Ont. (File 13978).

Stands to be taken into consideration when dealing with the plans of the Toronto Viaduct.

3090. Application, Canadian Pacific Railway under Sections 222, 176, 237 and 227, for authority to construct a branch line and siding from a point on the main line of the Ontario & Quebec Railway, at or near the foot of Tecumseh St., to the West side of Simcoe St. between King and Wellington Sts., Toronto; to take certain lands necessary in connection therewith; to cross Front St., and Spadina Ave., the south-east corner of Clarence Square; the intersection of Peter and Wellington Sts., and John St.,; to divert lane between Mercer and Wellington Sts. and the land between Clarence square and Front St.; to cross the Grand Trunk Railway and join its tracks with lines and tracks at present used in common by the Grand Trunk Railway and Canadian Pacific Railway under the terms of the Union Station agreement and to cross the tracks of the Toronto Ry. at junction of Spadina Ave. and Front St. (File 14163.)

Order made approving plan of the Canadian Pacific Railway Co. and authorizing construction of the spur in accordance with the conditions set out in the said Order. (See Order 15811).

3091. Application, Lachine, Jacques Cartier & Maisonneuve Railway, under Section 237, for authority to construct its railway across De Montigny, Logan, Lafontain, Harbour, Ontario, Forsyth, Hochelaga, Sherbrooke Frontenac, Rachel, Masson streets, and Cote de la Visitation, Cote St. Michel and Sault aux Recollets roads, in the City of Montreal, P.Q. (Adjourned hearing.) (File 14329.3).

Order made approving the location of the applicant company's railway from a point 400 feet west of the Canadian Pacific Railway crossing at Iberville St. to the terminal at St. Catherine St. provided that the approval of the location through the lands of the Canadian Pacific Railway be subject to the terms of an agreement between the companies to be filed. (See Order 15776).

3092. *Re* Humber River bridge, Torono, Ont.

NOTE.—The Board will take up settlement of terms of Order. (File 588.8.)

Order made amending Order of the Board No. 13608 dated the 8th May, 1911, by providing for compensation for any injury to his property to Mr. Devins, by the erection or location of the centre pier authorized, unless the applicant company is able to establish that it compensated its predecessor in title under Act, Order 1857, authorizing the construction of the said bridge. (See Order 15092.)

3093. Complaint that the new high level bridge which the City of Toronto and the Grand Trunk Railway are building at Sunnyside cuts off the Mimico Division of the Toronto & York Radial Railway at Indian Road. (File 588.15.)

No Order made, the matter having been settled between the parties.

3094. Application, Grand Trunk Railway, for approval of proposed re-location of new station at Bradford, Ont., and for approval of opening of new public street or road giving access to swamp and marsh lands lying to north-east of its railway. (File 17664.)

Order made approving of the proposed re-location of the tracks and the location of the company's new station. The company to construct a road and crossing, as provided for in agreement between the parties in 1866. The work to be completed by the 1st of August, 1912. (See Order No. 15145.)

3095. Complaint, Wylie Milling Company, Almonte, Ont., that the Canadian Pacific Railway discriminates against Almonte and in favour of Renfrew, Eganville, and Douglas, by carrying grain from Georgian Bay ports to Montreal, including milling-in-transit at the last named points, at a lower rate than to Montreal including milling-in-transit at Almonte.

NOTE.—The Canadian Pacific Railway will also be required to show cause why a maximum rate of ten and three-quarter cents per 100 lbs. should not be charged on ex-lake grain from Kingston to Montreal, including milling stop-over at Almonte. (File 1179.7.)

Order made that the Kingston and Pembroke Railway Company jointly with the Canadian Pacific Railway file a tariff by the 1st April establishing a rate of 10 and three-quarter cents per 100 lbs. on ex-lake grain in carloads from Kingston to Montreal including stop-over at Almonte for milling purposes. That portion of the application alleging discrimination against Almonte in fvour of Renfrew, Eganville and Douglas dismissed. (See Order No. 16057).

3096. The Canadian Pacific Railway and G. T. R. are required to justify the increase in their freight rates on apples effective October 1st, 1911, between Nova Scotia points and Western Canada points. (File 18307).

Order made dismissing the application. (See Order 16101.)

3097. The Dominion Atlantic Railway Company to be required to justify the increase in its class freight rates, effective May 1, 1911, between Digby, N.S., and St. John, N.B., also, as announced in the letter of the Company's General Manager to

the Board, dated Sept. 7, its proposal to withdraw the said rates on and to 'publish port to port rates to meet local conditions outside of the juridiction of the Board'. (File 16584.)

No action taken by the Board. St. John Board of Trade having no objecetion to offer to the proposed port to port tariff filed by the Dominion Atlantic Railway Company.

3098. Railway Companies to be required to show cause why freight conductors should not be empowered to sign bills of lading for freight received by them at flag stations instead of taking the bills of lading with the shipping bills to the first agency en route, to the detriment of the interests of the shippers of perishable and other freight. (File 18261.)

No Order necessary.

3099. Complaint, Charles Mueller, Waterloo, Ont., relative to freight rate on hoop iron Sharon, Pa., to London, Ont., via Grand Trunk Railway. (File 17804.) (Adjourned hearing.)

Complaint dismissed.

3100. Complaint, Eureka Plaster Company, Woodstock, Ont., against freight classification of implements shipped west of Port Arthur, Ont. (File 17057.) (Adjourned hearing.)

The Board decided that no action be taken in the matter

3101. Application, Canadian Retail Coal Dealers Ass'n, London, Ont., for amendment to Canadian Car Service Rules providing for optional average demurrage to be arrived at or agreed upon between consignees and railway companies for all shipments of coal and coke. (File 3773.) (Adjourned hearing.)

Judgment reserved.

3102. Complaint, Consumers Gas Co., Toronto, Ont., respecting freight rates on shipments of gas house coke from Toronto. (File 16657.) (Adjourned hearing.)

Order made providing for rates on coke in car loads of minimum weight of 40,000 pounds as set forth in the Order and that the tariffs containing the said rates be published and filed with the Board not later than June 1, 1912. (See Order No. 16453.)

3103. Complaint, Union Stock Yards, Toronto, relative to the conditions under which they are given telephone service by the Bell Telephone Co. (File 17968.) (Adjourned hearing.)

Order made enjoining until further order the removal of the telephones in question from the premises of the applicants.

3104. Application, E. Bowman, Elmwood, Ont., for an Order providing a connection between the Bell Telephone Co. and the Bowman Telephone System, at Elmwood, Ont. (File 10486.) (Adjourned hearing.)

Application dismissed.

3105. Complaint, Wesley Ellins, Lambton Mills, Ont., relative to refusal of the Bell Telephone Co. to supply him with telephone at gravel pit just outside Toronto Junction on the Scarlet road. (File 3574.41.) (Adjourned hearing.)

Order made that the Bell Telephone Company by the 10th of December, 1911, make the necessary connection and install a telephone on the premises of the applicant. (See Order No. 15334.)

3106. Complaint, M. Doyle Fish Co., Toronto, respecting express rates on fish from Vancouver to Toronto. (File 4214.89.) (Adjourned hearing.)

Complaint dismissed.

3107. Complaint, Ford Motor Co., Walkerville, Ont., relative to refusal of Express Companies to deliver express parcels to their factory on the ground that it is outside the town limits. (File 4214.189.) (Adjourned hearing).

Order made that the limits at Walkerville within which the tolls of the Express Companies shall include the tolls and delivery of express freight be extended to include the additional area as set forth in the Order. (See Order No. 15399.)

3108. Application, Express Traffic Association, for a re-hearing of that portion of Order of the Board No. 13381, dated March 21, 1911, covered by paragraphs 3 and 4, pertaining to the shipment and return of empties by Express. (File 4214.88.) (Adjourned hearing).

Order made striking out clause 3 in Order No. 13381 and providing instead that charges must be prepaid unless an agreement has been made with the owner of the empties whereby they may be returned with charges to collect. Application to rescind clause 4 in the Order refused. (See Order 15243).

3109. Application, Express Traffic Association, for an Order authorizing the Express Companies to withdraw and cancel Sec. "D" of Classification C. R. C. No. 2. (File 4397.3.) (Adjourned hearing.)

Application dismissed.

3110. In the matter of the Order of the Board No. 14362, dated July 21, 1911, requiring the Napierville Jct. Ry. to file with the Board plans showing the location of a station to be constructed at Delson Jct., and requiring that the Company construct and complete the said station within ninety days from the date of the Order. (File 11095.)

Order made directing the Napierville Jct. Ry. Co. to construct a station at Delson Jct. at its own expense, such station to be completed by the 7th January, 1912, unless inclement weather prevents it. (See Order 15448).

3111. Consideration of the question of suitable protection at the crossing of the Grand Trunk Railway, 300 yards west of Cornwall station, Ont. (File 7283, Case 3152).

Order made directing the Grand Trunk Railway to erect, maintain and operate gates at the crossing with a day and night watchman. 20 per cent of the cost of erection to be paid out of The Railway Grade Crossing Fund, the remainder by the Railway Company. The cost of maintenance and operation, 20 per cent by the Township of Cornwall, 25 per cent by the Town of Cornwall, and 55 per cent by the Railway Company Gates to be completed and put in operation by the 1st of May, 1912. In the meantime crossings to be protected by a day and night watchman. (See Order 15377).

3112. Application, C.N.O. Ry., under Sec. 227, for authority to cross with its lines and tracks the lines and tracks of the Canadian Pacific Railway at Lambton, Township of Etobicoke, Ont. (File 12021.21).

Order made granting the Canadian Northern Railway leave to cross by means of an undercrossing and reserving to the Canadian Pacific Railway the right to construct an additional track, as provided in the said Order. (See Order 16004).

3113. Application, C.N.O. Ry., under Sec. 227, for authority to cross the tracks of the Canadian Pacific Ry. spur at Mimico, Township of Etobicoke, Ont. (File 12021.23).

Stands pending the location of the main line crossing.

3114. Application, Grand Trunk Railway, under Sec. 229, for an Order directing the installation, maintenance and operation by the Canadian Pacific Railway at its expense of a complete interlocking plant at crossing a short distance north of Woodstock, Ont. (File 18229).

Order made that crossing be protected by an interlocking plant. The work to be completed on or before the 1st of July, 1912. The Canadian Pacific Railway to bear and pay the whole cost and provide, maintain and operate the interlocking plant. (See Order 15451).

3115. Application, Canadian Pacific Railway, for approval of plans showing work to be done at bridge 43.8, Farnham Subdivision, Montreal Terminals. (File 5133.10).

Order made authorizing Canadian Pacific Railway to construct bridge No. 43.8, as shown on plan filed. (See Order No. 15791).

3116. Application, Canadian Pacific Railway, under Secs. 227, 237 and 258, for authority to construct double track between Highlands and south switch, crossing

Upper Lachine Road by means of overhead bridge; crossing tracks of Grand Trunk Railway, Parish of Lachine, by overhead bridge; crossing tracks old main line of Grand Trunk Railway, Parish of Montreal, by overhead bridge; and for authority to move present station at Highlands. (File 18342).

Order made authorizing the construction of a second track across the highway and railway tracks as set out in the Order, and granting leave to the applicant company to move the present station at Highlands. (See Order 15367).

3117. Application, C. N. Alberta Ry., under Sec. 159, for approval of location through Townships 52-50, Ranges 23-26, W. 5th M., Alberta, mileage 166.01 to 192.99. (File 14942.148).

Order made approving of the plans.

3118. Application, Grand Trunk Railway, under Secs. 222 and 237, for authority to construct siding with spurs commencing at point on Horse Shoe Quarry siding, on Lot 22, Concession 17, Township of Blanchard, Ont., extending westerly across Lot 22 into the premises of St. Mary's Portland Cement Company. (File 18400).

Order made cancelling Order already issued and directing that the St. Mary's Cement Company be added as a party and further consideration postponed until the December sittings.

3119. Consideration of question of remuneration to be paid railway companies now carrying Canadian Mails for the Post Office Department of the Dominion Government of Canada. (File 18155).

Withdrawn by applicants.

3120. Application of Chambre de Commerce of the District of Montreal for an Order requiring all railways to do away with all level crossings, particularly those of the Grand Trunk Railway Company in the City of Montreal, Que. (Adjourned hearing). (File 9437.319).

Order made adding Government Railway Board as a party without prejudice to any contention they may wish to advance.

3121. Application of South Ontario Pacific Railway Company, under Section 237, for authority to close road alowance between Lot 13, Township of East Flamboro and Lot 28, Township of West Flamboro. (File 1852.19).

Application withdrawn.

3122. Application of the T. H. & B. Ry., under Section 176, for authority to expropriate strip of land belonging to the Grand Trunk Railway west of Ottawa street, Hamilton, Lot 15, Concession 1, Township of Barton, and also for authority to connect with tracks of the G. T. R. by means of spur, with respect to branch line for the Grasselli Chemical Company. (Adjourned hearing). (File 18312).

Order made that the applicant company, purchase all the land required for the right of way outside of that owned by the Grasselli Chemical Co., Ltd., or the Grand Trunk Railway and the Hamilton Railway Co., for the purposes of the location of the spur, and that the Grasselli Chemical Co. construct the tracks required on its own property to connect with branch line north of the base line at its own cost. The same after construction to be the property of the applicant company and each of the railways to have equal rights and privileges of operating thereon. (See Order 15294).

3123. Application, Montreal Board of Trade on behalf of the Montreal Hay Shippers Association, under Section 323, for an Order disallowing the increased rates on hay from Ontario and Quebec to United States points, which will otherwise become effective October 16th, and reinstating the present rates of the Grand Trunk Railway, Canadian Pacific Railway, Canadian Northern Railway, and Q. M. & S. Ry. (File 18376).

3124. Application, Montreal Board of Trade, on behalf of the Montreal Wholesale Grocers Guild, under Section 231, for an Order directing the railways to amend Canadian Classification by reducing the rating on alimentary pastes (Macaroni,

Vermicelli, &c.) to basis of 4th class less than carloads, 5th class carloads. (File 18133).

By consent, the parties agreed to make and accept a reduction in the Classification ratings from L.C.L. 2, C.L. 4, to L.C.L. 2, C.L. 5; Companies agreed to issue a Supplement to the Canadian Classification providing for these changes, with the least possible delay.

3125. Railway Companies will be required to show cause why a general order should not be issued making it the duty of all carriers under the Railway Act with reasonable promptitude to furnish shippers with cars for joint traffic, irrespective of the destination or routing thereof, with liberty to retain their own cars on their own lines by transhipping at the junction points to the cars of the connecting carrier without additional charge. (Adjourned hearing). (Files 18415, 18415.1, 18415.2, 18415.3, and 18415.5).

No Order necessary.

3126. Application, City of Sherbrooke, under Section 237, for authority to cross the Grand Trunk Railway by means of a subway at Meadow St., Sherbrooke, Que. (Adjourned hearing). (File 17201).

Order made authorizing the City of Sherbrooke to extend Meadow St., across the Railway Company's tracks by means of a subway. (See Order No. 15525).

3127. Application, J. M. Moran, K.C., St. Paul L'Hermite, P.Q., for an Order to compel the Canadian Northern Quebec Railway to macadamize or keep in good repair the highways and abutments of bridge between Bout de l'Ile and Charlemange, P.Q. (File 17873).

Consideration deferred. Applicants to apply to Minister of Railways and Canals for relief. No Order made.

3128. Application, Montreal & Southern Counties Railway, for approval of location between Front street, St. Lambert, and eastern boundary of Country Club, Lot 295, Parish of St. Antoine de Longueuil, P.Q.

NOTE.—The objection of Town of St. Lambert to Order No. 14278 of the 19th July will be heard. (File 12072.4).

No Order made.

3129. Application, Canadian Northern Ontario Railway, under Section 227, for authority to cross tracks of Montreal Terminal Railway and join tracks of the Canadian Northern Quebec Railway near Montreal, Que. (File 18347).

Order made authorizing the applicant Company to cross the tracks of the Montreal Terminal Railway Co. and adjoin its tracks with the tracks of the Canadian Northern Quebec Railway. (See Order No. 15807).

3130. Application, Grand Trunk Railway, for approval of plans showing proposed protection for crossing of M. P. & I. Ry. tracks by Grand Trunk Railway siding the Canada Car and Foundry Co's. premises near Turcot, Que. (File 6023.3).

Order made granting the application. Derails to be inserted in Grand Trunk Railway tracks.

3131. Application, Town of Maisonneuve, Que., for an Order directing the Canadian Northern Quebec Railway to construct a station in the town. (File 18583).

Order made directing Canadian Northern Quebec Railway to file plans for station.

3132. Application, Canadian Northern Quebec Railway, under Sec. 237, for authority to construct across Nicolet St., Maisonneuve, by adding double track in accordance with Order 13599. (File 16589.6).

Order made for company to construct gates, 20 per cent out of The Railway Grade Crossing Fund. Operation to be paid 30 per cent by the town, balance by Railway Company.

3133. Application, City of Montreal, under Secs. 237 and 238, that the Canadian Northern Quebec Railway be directed to install gates at Aylwin St., Hochelaga Ward, Montreal, Que. (File 15836.1).

Order made for company to construct gates, 20 per cent out of The Railway Grade Crossing Fund. Operation to be paid 30 per cent by town, balance by company.

3134. Application, City of Montreal, under Secs. 237 and 238 for an Order directing the Canadian Northern Quebec Railway to install gates at Joliette St., Hochelaga Ward, Montreal, Que. (File 15836.2).

Order made for company to construct gates. 20 per cent out of The Railway Grade Crossing Fund. Operation to be paid 30 per cent by town, balance by company.

3135. Application, Town of Maisonneuve for an Order restraining the Canadian Northern Quebec Railway from allowing its cars to lay along Jeanne Darc St. (Adjourned hearing). (File 16411).

Settled.

3136. Application, T. H. Smith, Highlands, Que., re train service of St. Lawrence & Atlantic Railway between Highlands and Montreal.

NOTE.—The question to be considered is whether the Canadian Pacific Railway or the New York Central & Hudson River Railway (St. Lawrence & Atlantic) should not provide a better train service between Highlands and Montreal. (File 17775.)

No Order made.

3137. Complaint, Jas. Hoolahan, St. Agatha des Monts, Que., against freight service of Canadian Pacific Railway also against freight rates charged on bananas between Montreal and St. Agathe. (File 18146).

Complaint dismissed.

3138. Complaint, Emard & Emard, Montreal, that the New York Central & Hudson River Railway limit their ten trip tickets to one month, while the Grand Trunk Railway twelve trip tickets are good for one year. (Adjourned hearing.) File 16934).

Complaint withdrawn.

3139. Application, Canadian Northern Quebec Railway, under Section 237, for authority to construct across Pius IX Ave., Town of Maisonneuve, by adding double track in accordance with Order No. 13599. (File 16589.2).

Adjusted by order made in connection with file 18583 directing the Canadian Northern Quebec Railway to file plans for station in the town of Maisonneuve, Que.

3140. Application Canadian Northern Quebec Railway under Sec. 237, for authority to construct across Desjardins St., Town of Maisonneuve, by adding a double track in accordance with Order No. 13599. (File 16589.5).

Adjusted by order made in connection with file 18583 directing the Canadian Northern Quebec Railway to file plans for station in the Town of Maisonneuve, Que.

3141. Application, Canadian Northern Quebec Railway, under Sec. 237, for authority to construct across Bourbonniere St. by adding double track in accordance with Order No. 13599. (File 16589.8).

Adjusted by order made in connection with file 18583, directing the Canadian Northern Quebec Railway Company to file plans for station in the Town of Maisonneuve, Que.

3142. Application, Canadian Northern Quebec Railway, under Sec. 237, for authority to construct across Orleans St., Montreal, by adding a double track in accordance with Order No. 13599. (File 16599.1).

Adjusted by order made in connection with file 18583 directing the Canadian Northern Quebec Railway Company to file plans for station in the Town of Maisonneuve, Que.

3143. Application, Canadian Northern Quebec Railway, under Sec. 237, for authority to construct across St. Jean D'Arc St., Montreal, by adding double track in accordance with Order No. 13599.

Adjusted by order made in connection with file 18583 directing the Canadian Northern Quebec Railway Co. to file plans for station in the said Town of Maisonneuve, Que.

3144. Application, Blaugas Company of Canada, Limited, under Sec. 29, for an Order to rescind, change, alter, or vary Clause 1 (C) of Order 12542, regarding the use of Blaugas by railway companies. (File 4739.8).

Order made that order No. 12542 dated 9th December, 1910, be amended by striking out subsection 'C' of Paragraph 1 in said order. See Order No. 15543.

3145. Application, Canadian Northern Ontario Railway, for approval of location of station grounds at Brockville Junction, Ont. (File 18636).

Order made that the location of the applicant company's station at Brockville Jct., Ont. as shown on the plan filed with the Board be approved. (See Order No. 15955).

3146. Application, Grand Trunk Railway for authority to expropriate certain lands in the town of Cobourg, Ont., belonging to W. J. Crosson and the estate of the late J. G. Field, required to enable the Grand Trunk Railway to connect its tracks connecting its main line with the wharf branch tracks at Cobourg. (File 18726).

Order made granting the application.

3147. Complaint, Lefebvre & Mahon, Howick Station, Que., against the Grand Trunk Railway prohibiting the loading of cars with hay that are fit for grain.

NOTE.—The Grand Trunk Railway are required to show case why the Company has prohibited the loading of box cars with hay during certain periods of the year and fordwarding the same west for the loading of grain. (File 18415.3).

No Order made.

3148. Application, Canadian Pacific Railway, under Sec. 237, for authority to construct two proposed spur tracks to freight shed (proposed) on the corner of Water and Sherbrooke Sts., across Sherbrooke street and along the Government reservation for road along the north-west bank of the Otonabee River in the City of Peterboro, Ont.

NOTE—Terms of Order No. 10989 dated June 25, 1910, to be spoken to. (File 17870).

No Order made.

3149. Application, Town of Ingersoll, Ont., for an Order directing the Grand Trunk Railway and Canadian Pacific Railway to provide interswitching facilities at that point.

NOTE.—The Board will take up matter of carrying out work called for by Order 14819, dated August 1st, 1911. (File 6713.5).

Order made that the time for completion of the work fixed by Order No. 14619 be extended to 15th June, 1912. The value of the land occupied by the transfer track to be agreed upon by the Railway Companies and added to the cost of the work. The sum to be divided equally between the companies. Track scales to be installed in the spur in front of the Ingersoll Nut Company's property. Scales to be furnished by the town and installed by the Canadian Pacific Railway Company. (See Order 15585).

3150. Consideration of the matter of requiring all railway companies under its jurisdiction to provide at all stations a Car Order Book, in which a record must be kept, showing particulars of all cars ordered and allotted, also the advisability of requiring all orders for cars to be made in person by shippers or their agents by mail or by telegram. (File 18741).

The Board decided not to make any Order.

3151. Application, G. B. & S. Ry. (Canadian Pacific Railway), *re* highway crossing between Concessions 4 and 5, Township of Ops. (File 2100.69).

NOTE.—To be spoken to.

Judgment reserved.

3152. Application, Village of Stony Point, for an Order directing the Grand Trunk Railway to erect a railway station at a convenient point in the village and to remove or abandon the one at present in use. (File 17635).

Station to be moved before May 1, 1912, to point shown on plan which with tracks shown thereon approved. Police Trustees to furnish necessary ground.

3153. Application, City of Chatham, Ont., for an Order directing the Grand Trunk Railway to install crossing bell or automatic system of warning at St. George street crossing, Chatham, and to construct approaches at rail level. (File 9437.664).

Order made that the crossing at St. George street, Chatham, be protected by an electric bell of the improved type to be installed by the 1st February, 1912. City to reimburse the Railway Company for cost of installation. 20 per cent of cost to be paid out of The Railway Grade Crossing Fund. The cost of maintenance to be borne and paid by the Railway Company. (See Order No. 15637).

3154. Consideration of the matter of protection at the highway crossing of the Grand Trunk Railway near Kettle Creek Bridge in the vicinity of St. Thomas, Ont. (File 9437.738).

Order made adding the Township of Yarmouth a party to the application and providing that the crossing be protected by a day and night watchman appointed by the Grand Trunk Railway. 15 per cent of the cost of protection to be paid by the Township of Yarmouth, 15 per cent by the City of St. Thomas and the balance by the Railway Company. (See Order 15960).

3155. Consideration of the question of protection of the Grand Trunk Railway Company's crossing at Manitoba St., St. Thomas, Ont. (File 9437.654).

Order made that crossing at Manitoba street, St. Thomas, be protected by gates to be erected by the Railway Company. The work to be completed by 1st May, 1912. Gates to be operated day and night. 20 per cent of the cost to be paid out of The Railway Grade Crossing Fund. 25 per cent of the cost of operation to be paid by the city to the Railway Company. (See Order 15636).

3156. Application, City of St. Thomas, for an Order authorizing the opening of Inkerman St. across the tracks of the Grand Trunk Railway. (File 18804).

Order made dismissing the application. (See Order 15915).

3157. Complaint, H. E. Johnson and B. W. Hepburn, of Union, Ont., relative to passenger rates on the London & Lake Erie Railway and Trans. Company, between London and Port Stanley. (File 17953).

No Order made. The Railway Company undertaking to issue and have conductors sell on the car a book containing fifty coupon tickets instead of one hundred. The Company to furnish certain other facilities.

3158. Complaint of J. Baxter and others of Brownsville, Ont., respecting train service of M.C.R.R. Co. to and from Brownville, Ont. (File 18850).

Stands for the report of the Board's Chief Operating Officer who is to interview the parties and report to the Board.

3159. Consideration as to what protection should be installed at the crossing of the Grand Trunk Pacific just east of Grimsby Beach, Ont. (File 9437.709).

Order made that the crossing be protected by a watchman from the 1st May to the 1st of October each year. To be appointed by the Grand Trunk Railway Company. Wages to be paid 15 per cent by the Township of Grimsby, the remainder by the Company. (See Order No. 15751).

3160. Complaint, W. B. Fee, relative to Canadian Pacific Railway failing to furnish him with farm crossing in Lot 23, Con. 6, Township of Ops. at the G. B. & S. Railway intersection with St. Patrick St. (File 2100.102).

NOTE.—The Board will take up the question as to whether St. Patrick St., Lindsay, should be opened up across G. B. & S. tracks.

Stands. Railway Company to prepare and file a plan showing diversion of street discussed at sittings. After plan has been filed Board to be advised by Railway whether it has been able to make arrangements with Mr. Fee for a conveyance of the

land to the municipality for the purposes of the diversion. The Board to be advised if there is any dispute as to the price to be paid for the land.

3161. Application. Everiste Nomore Richards and G. H. Bennett, Windsor, Ont., for an Order directing the Grand Trunk Railway to provide suitable farm crossing from applicants' lands to Strabane Ave., Con. 1, Township of Sandwhich East, Ont. (File 13227).

Judgment reserved.

3162. Application, M.C.R. for leave to cross with two additional tracks Sandwich street, Windsor, Ont., and carry Sandwich street over by means of a permanent structure. (File 10335).

Order made cancelling plan approved by Order 7112, dated 18th May, 1909, and substituting in lieu thereof plan 10335 A, subject to certain modifications, set forth in the Order. (See Order No. 15718).

3163. Application, Canadian Pacific Railway (G.B. & S. Ry.) for authority to close Central road, Township of Mara, at mileage 41·56. (File 2100·35).

Order made that subject to the Township of Mara passing a bylaw closing certain portion of road allowance that the applicant company be authorized to divert the said road allowance as applied for. (See Order 15760).

3164. Application, Carroll Bros., Buffalo, N.Y., for an Order directing the Grand Trunk Railway to construct extension of siding in road allowance between Lots 4 and 5, Township of Humberstone, near Sherkston, Ont. (File 17332·1).

Stands until the pending litigation referred to at sittings is disposed of. Parties to notify the Board of the result.

3165. Application, Grand Trunk Railway, under Secs. 222 and 237, for authority to construct siding with spurs commencing at point on Horse Shoe Quarry siding on Lot 22, Con. 17, Township of Blanchard, Ont., extending westerly across Lot 22 into premises of St. Mary's Portland Cement Co. (File 18400).

Order made for leave to construct span as shown upon amended plan field by Company.

3166. Application, Canadian Pacific Railway (G.B. & S. Ry.) for authority to divert highway between Cons. 7 and 8, Township of Eldon, Ont., and to construct across said diversion at mileage 5644 by means of overhead bridge, and to close up original road allowance. (File 2100·82).

Order made rescinding Order 14379, dated 22nd July, 1911, and authorizing the applicant company to divert the public road between Cons. 7 and 8, Township of Eldon, and across by means of an overhead bridge. The Railway Company to compensate John McArthur, owner of the west half of Lot 7, for any injury sustained by his property by reason of the crossing of the highway. Owner of southwest and northwest quarter of Lot 8, and owner of west half of Lot 9, to have access by means of farm crossing to roads diverted unless they lease or have leased such rights to the applicant company. (See Order 15987).

3167. Complaint of Thomas Davies in regard to the obstruction of his property by the Canadian Pacific Railway. (File 17462).

Order made authorizing the complainant Davies at his own expense to construct an overhead crossing where the railway line crosses his property, work to be carried on under the supervision on an Inspector appointed by the Railway Company, who is to be paid by the complainant at a rate not exceeding two and a half dollars a day. Said Inspector not to be employed for more than eight days. The plan of the overhead structure to be approved by an Engineer of the Board. (See Order 16469).

3168. Application, Canadian Northern Ontario Railway, for the further extension of time within which to install an interlocker at the crossing by the Canadian Northern Ontario Railway of the tracks of the Grand Trunk Railway and Canadian Pacific Railway near Ottawa, Ont. (File 3878·244).

3169. Application, Canadian Northern Ontario Railway, for authority to cross the tracks of the Canadian Pacific Railway near Chaudiere Jct. on hand signal until the 31st of July, 1912, for construction purposes only. (File 3878·252).

Order made extending time to June 1, 1912.

3170. Application, City of Toronto, under Sections 237 and 238, for an Order directing the Grand Trunk Railway to erect and maintain gates at Royce Ave., Toronto, and operate such gates by watchmen.

NOTE.—The Board will re-hear this matter in view of close proximity of Canadian Pacific Railway siding to Grand Trunk Railway tracks at Royce Ave. (File 9437·704).

Order made varying Order No. 15151 by providing that the gates be located so as to make them include the siding of the Canadian Pacific Railway Co.

3171. Application, Corporation of the City of Toronto, for an Order directing the C.P.R. to erect gates or such other protection as the Board may deem proper at Dovercourt Road crossing, Toronto. (File 9437.724).

Order made that pending the separation of the grade at the point in question, the crossing be protected by a day and night watchman appointed by the C.P.R. whose wages shall be borne and paid, one-half by the City of Toronto, and one-half by the Railway Company. (See Order No. 16665).

3172. Application, on behalf of W. H. Miles, for an Order directing that the costs directed by Order 13418, dated September 10, 1910, to be paid by the G.T.R. to W. H. Miles, be referred to some proper person for taxation and allowance thereof and directing that that sum be paid by the G.T.R. forthwith after taxation. (File 588·10).

Order made referring taxation of costs to Taxing Officer Thom as awarded by par. 8 of Order 10th April.

3173. Petition, Merchants of Petrolea, Ont., for an Order requiring the G.T.R. and M.C.R. to provide interswitching facilities at Petrolea between their respective companies. (Adjourned hearing). (File 6713·18).

Order made that upon the conveyance by the Petrolea Signal Co., Ltd., of the land necessary for the purpose, one-half to be conveyed to the M.C.R.R. Co. and one-half to the G.T.R., an interchange track be constructed by one or other of the Railway Companies, as may be agreed between them. The cost of the work to be divided equally between the said Railway Companies. (See Order 15654).

3174. In *re* congestion and non-delivery of freight in the City of Toronto. (File 18663·2).

NOTE.—The C.N.R., G.T.R. and C.P.R. will be required to produce all cartage agreements on foot between the respective companies and their cartage agents. Also to show cause why an Order should not be made requiring them to furnish the facilities and means necessary to transport and deliver all freight traffic entrusted to them with due despatch.

Judgment reserved.

3175. Complaint, Colonial Wood Products Co., Ltd., relative to increase in tariff rates on Mechanically Ground Wood Pulp by the Niagara, St. Catharines & Toronto Ry. (Tariff C.R.C. 651). (File 18580).

Complaint withdrawn.

3176. Application, Dominion Sugar Co., Ltd., of Wallaceburg, Ont., for an Order directing the Père Marquette, C.P.R., M.C.R., G.T.R., G.T.P., C.N.R. and C.W. & L.E. Ry. to readjust their freight rates on sugar in carloads from Wallaceburg to Winnipeg and other Manitoba points. (File 18568).

Order made dismissing the application.

3177. Application, S. Plunkett, Woodbridge, Ont., for an Order directing the C.P.R. to provide subway crossing on his farm, Lot 4, Con. 7, Vaughan Tp. (File 18219).

Order made that the Railway Company carry out the terms of agreement between the applicant and the Railway Co. dated December 30, 1907, and give the applicant as good a grade over the new crossing as he had over the old before the Company elevated its tracks at said crossing. Work to be completed by 1st May, 1912. (See Order 15725).

3178. Application, Transportation Bureau of the Montreal Board of Trade, for an Order directing the C.P.R. to adjust rates on corn brought into Montreal via Detroit or Georgian Bay Elevator Ports, and on corn meal shipped from Montreal to St. John, N.B., and other stations in the Maritime Provinces. (File 17819). (Adjourned hearing).

Judgment reserved.

3179. Railway Companies are required to show cause why regulations should not be made that in transferring to second carrier they should not show that carrier how their charges are made up, and the second, or delivering carrier, could then show the information in its advice note to the consignees. (File 18596).

No Order made.

3180. Consideration of the question of requiring Express Companies to accept traffic at common points for exclusive points upon the lines of others where the shipper requests that such traffic should be routed. (File 4214-202).

No action taken.

3181. Application, G.T.P., under Sec. 29, for reconsideration and variation of Order 14061, approving the location of the C.N.A. Ry. line through Tps. 53-52, Ranges 18-23, W. 5 M., Alberta, mile 133·23 to 166·01. (File 14942-73).

NOTE.—The G.T.P. is to have an opportunity to speak to the Order approving the C.N.A. Ry. location.

Application dismissed. Commission divided.

3182. Application, G.T.P., under Section 29, for reconsideration and variation of Order 13644, approving location of the C.N.A. Ry. line through Township 53, Ranges 7-10, W. 5th Meridian, Alberta, mile 62.47 to 82.62. (File 14942.14).

NOTE.—The G.T.P. is to have an opportunity to speak to the Order approving the C.N.A. Ry. location.

Application dismissed. Commission divided.

3183. Application, G.T.P., under Section 29, for reconsideration and variation of Order 14059, approving location of the C.N.A. Ry. through Townships 53-52, Ranges 14-18, W. 5th Meridian, Alberta, mileage 101·79 to 133·23. (File 14942·20).

NOTE.—The G.T.P. is to have an opportunity to speak to the Order approving the C.N.A. location.

Application dismissed. Commission divided.

3184. Application, G.T.P. under Section 29, to reconsider the application of the C.N.A. Ry., under Section 159, for approval of location through Townships 52-50, Ranges 23-26, W. 5th Meridian, Alberta. Mileage 166·01 to 192·99. (File 14942·148).

Application dismissed. Commission divided.

3185. Application, R. Kelly, Vancouver, B.C., for an Order approving of station location of the G.T.P. Ry. on Lot 882, Group 1, Cassair District, B.C., and for an Order restraining the location upon Lot 851, Group 1, Cassair District, B.C. (File 18787).

Order made that the railway company provide and construct a station on Lot 882, Group 1, Cassair District, B.C. Said station to be constructed and completed ready for use by the public at least as soon as the company's railway is open for traffic. Application of the Railway Co. for approval of location of station grounds and station on Lot 851, Group 1, Cassair District, refused and Company restrained from locating at that point.

3186. Application, C.P.R., under Sections 159, 167, and 237, for an Order authorizing revision in grade in main line track between St. Martin's Junction and St.

Therese, mile 17 to 17·71, and across highways, mile 17 to 17·71; for approval of location of second main line track, mile 12·79 at St. Martin's Junction to mile 19·94 at St. Therese, and to cross highways between said mileages. (File 18736).

Order made granting application.

3187. Application, G.T.R., under Section 178, for authority to take certain lands at Kingston belonging to S. Anglin & Co., Mrs. Ellen Chatterton, required for the new Kingston City freight terminals. (File 18775).

Order made granting application.

3188. Application, Cleveland-Sarnia Saw Mills Co., Ltd, under Section 227, for authority to construct a narrow gauge tramway across the tracks of the G.T.R. in Sarnia, Ont. (File 18704).

No Order necessary. Parties to enter into an agreement.

3189. Application, C.N.O. Railway, under Section 178, for authority to take a portion of Lot 3 on the north side of Bay street, Belleville, the property of John Penny, for the purpose of diverting Bay street, Belleville, Ont. (File 3878·493).

Order made granting application

3190. Application, C.N.O. Railway, under Section 178, for authority to expropriate portion of Lots 1 and 2 on the north side of Bay street, Belleville, the property of Joanna Brintnell, for the purpose of diverting Bay street, Belleville, Ont. (File 3878·494).

Order made granting the application.

3191. Application, C.N.O. Ry., under Section 178, for authority to expropriate portion of Lot 26, north side of Bay street and east side of Foster street, Belleville, the property of G. W. Burgess, for the purpose of diverting Bay street, Belleville, Ont. (File 3878·495).

Order made granting the application.

3192. Application, C.N.O. Ry., under Section 167, for approval of revised location near Nipigon, Township of Nipigon, District of Thunder Bay, mile 497·16 to 498 from Sudbury Junction, Ont. (File 9188·75).

Order made granting the application.

3193. Application, Sanitaris, Ltd., Arnprior, Ont., for an Order directing railway companies to furnish during cold weather heated cars for the carriage of mineral water, ginger ale, and other bottled beverages in quantities aggregating not less than carload lots from one shipper to one or more consignees and destinations. (File 18855).

Judgment reserved.

3194. Complaint, Hon. J. D. Reid, respecting train service between Prescott and Ottawa on the Canadian Pacific Railway. (File 9909).

Order made directing the Canadian Pacific Railway Company to institute a service providing two passenger trains a day, each way, between Ottawa and Prescott. New time table to take effect not later than February 12, 1912. The Railway Company to have the right at expiration of the year to make an application to vary Order. (See Order No. 15780).

3195. Complaint, Sanitaris, Ltd., Arnprior, Ont., that the express tolls on their shipments under Schedule 'K' of Express Classification are higher under the tariff of October 15, 1911, than they were previously, and request that the previous rates be restored. (File 4397·12). (Adjourned hearing).

Complaint dismissed.

3196. Petition of residents of Village of Cosby, Ont., in regard to C.P.R. closing station at Rutter, Ont. (File 17241).

Order made that Canadian Pacific Railway Company until further ordered place in charge a caretaker or attended at Rutter station, whose hours on duty shall be 7 a.m. to 6 p.m. daily except Sunday, and that the Company's by-law with reference to sale of tickets and regulations regarding checking of baggage from non-agency or flag stations shall be applied to Rutter station. (See Order No. 15998).

3197. Application, International Bridge and Terminal Co., under Section 235, for authority to construct and operate bridge and railway across Church street, Fort Frances, Ont. (File 17421·2).

Order made granting the application. Applicant company to file new plans showing road allowance 66 feet wide at the approach of the traffic bridge and carrying out the grade so that it will run 8 to 12 per cent on the street from Church street north to the dock. Crossing to be protected by gates, installed and protected by the applicant company and operated both day and night. (See Order No. 15822.)

3198. In the matter of the crossing of Norfolk street by the G.T.R. in the Town of Simcoe, Ont., and the application of the Town of Simcoe for protection at the said crossing. (File 9437·85).

NOTE.—Board will take up question of apportionment of cost of protecting the crossing. (Adjourned hearing).

Order made that the crossing be protected by watchman between 7 a.m. and 7 p.m. daily, appointed by the Grand Trunk Railway Company. The question of apportionment of the cost of protecting the crossing to stand until the next sittings of the Board at Toronto or Hamilton. (See Order No. 15387).

3199. Consideration of question of protection at the first crossing east of Welland, Ont., on the line of the M.C.R. (File 9437·164).

NOTE.—Municipalities will be asked to show cause why a portion of the cost should not be borne by them. (Adjourned hearing).

Order made that the cost of operating and maintaining the gates provided for by Order No. 10568 be borne by the Town of Welland 15 per cent, Township of Crowland 10 per cent and the balance by the Michigan Central Railway Company. (See Order No. 15857).

3200. Application, C.N.O. Ry., under Sec. 159, for approval of location through the Tp. of East Flamboro, mileage 34·84 to 38·58. (File 12021·71).

Stands for consideration of plan of entrance into Hamilton.

3201. Application, Lake Erie & Northern Ry., under Secs. 158 and 159, for approval of plans of general location from the City of Brantford to Port Dover. (File 18034·1).

Order made granting the application.

3202. Application, Lake Erie & Northern Ry., under Secs. 234 and 243, for approval of highway crossing beginning in City of Brantford to the terminus of said road in the village of Port Dover. (File 18034·2).

Order made granting the application. Board's Engineer to inspect Victoria, Townsend and Wilson streets, in the Town of Simcoe, and approval as to the crossing in the City of Brantford to be subject to agreement made by the parties.

3203. Application, Lake Erie & Northern Ry., under Sec. 227, for leave to cross at grade the tracks of the Brantford & Hamilton Electric Ry., the T.H. & B. Ry. and the Grand Valley Ry., in the City of Brantford, Ont. (File 18034·3).

Referred to Board's Engineer to inspect.

3204. Application, Lake Erie & Northern Ry., under Sec. 227, for approval of overhead crossing of the tracks of the T. H. & B. Ry. and the M.C.R. at the Village of Waterford. (File 18034·4).

Order made granting the application.

3205. Application, Lake Erie & Northern Ry., under Sec. 227, for approval of the crossing of the tracks of the G.T.R. at grade at the Town of Simcoe, Ont. (File 18034·5).

Order made granting the application.

3206. Resolution, Council of Bridgeburg, Ont., in connection with compelling the M.C.R. and G.T.R. to provide communication by a bridge between the North and South Wards of the Village; also in connection with removal of westerly pier of International Bridge which encroaches on Niagara St. (File 18046). (Adjourned hearing).

Order made that the Municipality carry the street over the tracks of the Grand Trunk Railway and Michigan Central Railway Companies by means of an overhead bridge. Applicant company to construct the bridge and maintain it at its own expense. (See Order No. 16064 and 16175).

3207. Complaint, Board of Trade, Paris, Ont., alleging unfair discrimination by G.T.R. in connection with train service to and from that point. (File 18739).

Order made that the Grand Trunk Railway Company's train No. 7 stop at Paris to let off passengers from Toronto and points east thereof. (See Order 16103).

3208. Application, G.T.R., under Secs. 222 and 237, for authority to construct, maintain and operate certain branch lines of railway or sidings commencing at a point on its line of railway south of Jex St., Brantford, Ont., extending in a north-westerly direction across Jex St., Newport St., and Oneida St., to and into the premises of the Waterous Engine Works. (File 18425).

NOTE.—This matter is set down for the purpose of settling the terms of Order made on October 11, 1911.

No order made.

3209. Application, T. H. & B., under Secs. 235, 236 and 237, for authority to cross at grade Newport St., Brantford, Ont., immediately adjoining stations and freight sheds, with spurs. (File 17991).

Order made granting the application.

3210. Application, T. H. & B. Ry., under Secs. 221, 222 and 223, for authority to construct spur crossing an alley and into the lands of the Armstrong Supply Co., Ltd., Hamilton. Ont. (File 18950).

Order made granting the application.

3211. Application, Tp. of Nelson, for a hearing as to the protection of the G.T.R. crossing of the Plains Road West of Burlington Junction, Nelson Tp., Ont. (File 9437-765).

Order made adding County Halton as a party.

3212. Application, City of Hamilton, for approval of plans showing subway under tracks of the G.T.R. at a point where proposed extension of Birch Ave. northerly would intersect the said line near Sherman Inlet, Hamilton, Ont. (File 17345). (Adjourned Hearing).

Application partially heard and stood over to enable Grand Trunk Railway Company to have an opportunity to consider the plans submitted by City of Hamilton.

3213. Complaint, Municipality of Tavistock, against the G.T.R. regarding exceeding of speed limit over highway crossing east of Tavistock. (File 9437-464).

Order made that the crossings on Hope and Woodstock streets, in the Village of Tavistock be protected by gates to be installed and operated by the G.T.R. Co. Plans to be filed by the Compnay by April 1, 1912, showing the position of the gates and towers. Gates to be operated between the hours of 8 a.m. and 8 p.m. 20 per cent of the cost of erection to be paid out of The Railway Grade Crossing Fund. The balance by the Railway Co. The municipality to pay to the Railway Co. 15 per cent of the cost of maintenance. Work to be completed and operation of gates commenced on May 1, 1912.

3214. Application, C.P.R., under Section 237, for authority to construct double track across Pacific avenue, Fort William, Ont. (Adjourned hearing.) (File 18604).

Order made granting the application. The City of Fort William to reimburse the C.P.R. for the expense of crossing the Electric Railway Co.'s line and maintenance of the diamond.

3215. Application, C.P.R., under Section 237, for authority to construct second main line track (double track) across McTavish street, Fort William, Ont. (File 18603).

Order made granting the application. The question of protection reserved *sine die*, to be brought up on notice by the City of Fort William.

3216. Application, Township of Sarnia, under Section 257, for an Order directing the G.T.R. to construct suitable bridge where their line crosses the Perche Drain. (File 18691).

Order made that the G.T.R. file plans for the bridge in accordance with its agreement with the applicants for approval of the Board by April 20, 1912. Work to be completed by the 1st August, 1912.

3217. Application, C.N.O. Ry., under Sections 158, 159, 237 and 176, for approval of amended location from Davenport to MacClennan Avenue, in Toronto, and for authority to cross highways and to take possession of certain lands of the C.P.R.

NOTE.—This is set down to enable the parties to speak to the terms of the Order. (File 12021-28.) (Adjourned hearing).

Adjourned by consent of parties for further conference.

3218. Application, C.N.O. Ry., under Section 237, for authority to construct its line of railway across Russell Road, Junction Gore Township of Gloucester, Ont. (File 3878-485).

Order made granting the application.

3219. Application, C.N.O. Ry., under Section 227, for authority to connect with its lines and tracks of the G.T.R. at Cobourg, Ont. (File 3878-497).

Order made granting the application.

3220. Application, C.N.O. Ry., under Section 227, for authority to cross the lines and tracks of the G.T.R. near Burlington, Ont. (File 12021-69).

Judgment reserved.

3221. Application, C.N.O. Ry., under Section 237, for authority to construct its lines and tracks across the public road known as the 'Metcalf Road,' on Lot 18, Junction Gore, Township of Gloucester, County of Carleton, by means of an overhead structure.

Order made approving of structure giving 44 feet clearance. In event of the City of Ottawa notifying Railway Company that it requires a 60-foot clearance then the Railway Company shall construct a bridge giving this line of 60 feet. The city to pay the excess cost above 44 feet.

3222. Application, Town of Vegreville, Alta., for authority to construct and maintain a suitable highway crossing over the railway lines of the C.N.R. at Main street. Vegreville, Alta. (File 13952).

Order made granting the application. The railway company to make the changes and move the freight shed and coal house to the points as shown on the plan filed with the Board. Work to be completed by August 1, 1912. Town of Vegreville to pay the cost of work. (See Order No. 16042).

3223. Consideration of the matter of requiring all railway companies subject to the jurisdiction of the Board to equip their locomotive engines with dump ash pans, or other appliances, to avoid the necessity of enginemen or others going underneath to clean the same. (Adjourned hearing.) (File 4966, Part 2).

Order made that all railway companies subject to the jurisdiction of the Board shall before December 1, 1913, equip their steam locomotives with ash pans that can be dumped and emptied without the necessity of employees going under the locomotive, except in cases of emergency, and after such date it shall be unlawful for railway companies to use any locomotive not so equipped. (See Order No. 15988).

3224. Railway Companies are required to show cause why they should not be directed to equip their snow ploughs in which men are required to ride for the purpose of operating snow ploughs with:

1. Direct connection between the plough and the steam whistle of the locomotive so that the man in charge of the plough can give proper whistle signals for railway crossings, stations, &c.

2. That they shall also equip each plough as aforesaid with air gauge and air controlling valve, also proper air connections between plough and locomotive to enable man in charge to control the air brake which he can apply in all cases of emergency.

3. That snow ploughs that are run as push ploughs, not fitted with cupolas, and having no man in charge, shall be fitted with air pipe connections between plough and locomotive, so that in case of accident where plough is derailed and air connections broken, air will immediately apply automatically.

4. That all snow ploughs be equipped with automatic couplers. (File 1750, Part 5).

Order made requiring the Companies to comply with Nos. 1, 2 and 3, as above set out.

3225. Consideration of the matter of amending Order No. 8145, as follows:—

'And it is further Ordered, that no railway company shall run any train which is not equipped with air brake connection between the conductor's van, or van on the rear end of train and the locomotive engine. Where cars are handled in trains which are not equipped with air brakes but fitted with straight air pipe, no two such cars shall be placed together in any part of the train.'

'And it is further Ordered, that every such railway company shall be liable to a penalty of a sum not exceeding twenty-five dollars for every failure to comply with the foregoing regulations within the time for their coming into force and thereafter. (File 9000, Case 4294).

Judgment reserved.

3226. Application, C.N.O. Ry., under Section 167, for approval of revised location of its branch line of railway from Oshawa Station to the Town of Oshawa, from mile 2·05 to mile 2·80. (File 18653).

Order made granting the application.

3227. Application, C.N.O. Ry., for approval of location near Belleville, Township of Sydney, County of Hastings, Ont. (File 3878, Case 1480).

Board will take up matter of flag station at the Deaf and Dumb Institute.

By consent of all parties interested, the flag station to be located upon the eastern extremity of the Institute grounds, and to be completed by August 8, 1912. C.N.O. Ry. to complete and maintain a foot subway.

3228. Complaint, Municipal Council of Hagersville, Ont., relative to crossing of the G.T.R. and M.C.R. at King street, Hagersville, Ont. (File 5027).

Stands *sine die* upon the understanding that if arrangement made to-day is not carried out the municipality is to advise the Board and the matter will be taken up again.

3229. Application, Lakefield Board of Trade, Lakefield, Ont., asking that the G.T.R. be compelled to install a better train service to and from that point. (File 18471).

Matter settled.

3230. Application, Grand Valley Ry. Co., for approval of the location of proposed extension of their railway in the City of Brantford, Ont. (File 560·5).

Order made that the Grand Valley Railway Company pay to the Toronto, Hamilton and Buffalo Railway Company the sum of $200 for old diamond.

3231. Application, Township of York, under the Railway Act, for an Order directing the C.P.R. and C.N.R. to furnish plans forthwith to the Township showing in what manner the said railway companies propose to effect entrance to the City of Toronto over the lands of the Township of York, in the vicinity of MacLennan Ave. and Yonge street north. (File 18690.) (Adjourned hearing).

Application refused. No Order necessary.

3232. Application, Township of York, Ont., under Section 237, for authority to construct a bridge over the tracks of the Old Belt Line Ry. in the said township at a point east of Yonge street, for a new highway being opened by the applicant. (File 18708).

Order made approving, plans.

3233. Consideration of the question of protection at crossing of the Toronto Suburban Ry. and G.T.R., Union Stock Yards Branch at Keele street and St. Clair Ave., Toronto. (File 19093).

Order made that a Hayes derail, Model C, be placed on each side of the diamond at the crossing on Keele street. (See Order 16411).

3234. Application, Hydro Electric Power Commission of Ontario, under Section 246, for authority to erect low tension line across the M.C.R. line at Lots 7 and 8, Township of Yarmouth, Ont. (File 18893).

No Order necessary. Matter settled between the parties.

3235. Complaint, S. R. Wilkie, Toronto, Ont., relative to unsatisfactory train accommodation and service supplied by the G.T.R. on special leaving Union Depot, Toronto, December 23rd, for Hamilton, Brantford, &c. (File 18998).

No Order made.

3236. Application, C.N.O. Ry., under Sec. 227, for authority to cross with its lines and tracks the lines and tracks of the C.P.R. at Lambton, Tp. of Etobicoke, Ont. (File 12021-21).

Order made granting the application.

3237. Application, C.N.O. Ry., under Sec. 237, for authority to construct across Jane St., Con. 5, Tp. of York, Ont., by means of overhead bridge. (File 12021-31).

Order made granting the application.

3238. Application, C.N. Ry. Co., under Sec. 16 for approval of revised location through part of the City of Toronto and the Tps. of York and Etobicoke, mile 3·98 to mile 7·42 from Yonge St., Toronto, Toronto-Hamilton Line. (File 12021-73).

Order made.

3239. Application, C.N.O. Ry., under Sec. 237, for authority to construct its tracks across Islington Ave., Tp. of Etobicoke, Ont. (File 12021-36). (Adjourned hearing).

Order made granting the application.

3240. Application, C.N.O. Ry., under Sec. 237, for authority to construct its tracks across Church St. (Islington Station Ground), Tp. of Etobicoke, Ont. (File 12021-37). (Adjourned hearing).

Order made granting the application.

3241. Application, C.N.O. Ry, under Sec. 237, for authority to construct its tracks across Bloor St., Tp. of Etobicoke, Ont. (File 12021-38). (Adjourned hearing).

Order made granting the application.

3242. Application, C.N.O. Ry., for authority to construct its railway across Kipling Ave., Tp. of Etobicoke, Ont. (File 12021-39). (Adjourned hearing).

Order made granting the application.

3243. Application, C.N.O. Railway under section 237 for authority to construct its railway across Montgomery road, Tp. of Etobicoke, Ont. (File 12021.40). (Adjourned hearing).

Order made granting the application.

3244. Application, C.N.O. Ry., under Sec. 237, for authority to construct its tracks across highway between Cons. 3 and 4, Tp. of Etobicoke, Ont. (File 12021-41). (Adjourned hearing).

Order made granting the application.

3245. Application, C.N.O. Ry. ,under Sec. 237, for authority to construct its tracks across Brown Line, Tp. of Etobicoke, Ont. (File 12021-42). (Adjourned hearing).

Order made granting the application.

3246. Application, C.N.O. Ry., under Sec. 227, for authority to cross the tracks of the C.P.R. and G.T.R. near St. Clair Ave., Toronto, Ont. (File 3878-469). (Adjourned hearing).

Stands to enable parties to negotiate. Board to be advised of the result.

3247. Application, C.N.O. Ry., under Secs. 237 and 227, for authority to construct across Ford St., Toronto, by means of structure carrying railway over highway and

across the tracks of the Toronto Suburban Railway on the said street. (File 12021-18).

Order made granting the application.

3248. Application, C.N.O. Ry., under Secs. 237 and 258, for authority to divert the Don Esplanade and approval of the location of the Don Station. (File 3878-350). (Adjourned hearing).

(*Peremptory.*)

By consent, order to go. Consent minutes to be filed and to contain a clause that property owners injuriously affected shall be compensated.

3249. Application, C.P.R., for authority to construct a subway across Scarlet Road, Tp. of York, Ont. (File 16289).

Order made granting the application.

3250. Application, City of Toronto, for an Order directing the C.P.R. and G.T.R. to carry York St. and certain other streets in the City of Toronto, under the tracks of the railway companies; also for approval of plans in connection with the general scheme of the Toronto Viaduct. (File 588, Case 3322). (Adjourned hearing). (For further consideration).

Order made that the plan filed with the Board, April 27, 1909, be amended by showing York street open to Lake street and that a subway the full width of the street be provided through the elevated portion of the railway lines and tracks. The question of compensation to be taken up with Canadian Pacific Railway Company for the lands taken and consequent injury or damage to its facilities by reason of the opening of the said street. Reserved for further consideration. (See Order No. 16019).

3251. Board will consider the plans of the New Union Station, Toronto, Ont., to be submitted by the Railways. (File 588, Case 2828). (Adjourned hearing).

The form of agreement partially settled. Parties to draw the remaining clauses and submit them to the Board.

3252. Complaint, Messrs. Smith, Willoughby, Munroe and others, relative to alleged refusal of the C.P.R. to furnish party rate from Toroonto to Buffalo and unsatisfactory train service on trip to American Political Science Association meeting. (File 18987).

Stands. Counsel for C.P.R. Company to file with the Board a written argument.

3253. Application, Canadian Fraternal Association, under Sections 26, 30 and 318, prohibiting the G.T.R., G.T.P. Ry., C.P.R., C.N.R., and the M.C.R. from collecting 25 cents from each delegate attending the conventions or meetings of said societies for viseing or certifying to each certificate issued to each of such delegates, showing that he has purchased a single fare ticket from his place of residence to the place of meeting, and (2) directing that each and all of said railways charge a single fare only to each delegate attending conventions or meetings of the association as his fare for going to and returning from any such conventions or meetings, provided there are 100 or more delegates in attendance at such convention or meeting. (File 19033).

Order made dismissing the application.

3254. Application of the C.N.O.R. for approval of revised location through the City of Toronto and Townships of York and Etobicoke, mileage 3·98 to mileage 7·42 from Yonge street. (File 12021-73).

Order made approving of location plan. Leave reserved to G.T.R. to make such application with reference to plan line as it may be advised within 30 days of the date of Order.

3255. Application, Bell Telephone Co., for approval of draft copy of proposed new connecting agreement. (File 3839, Case 538.) (Adjourned peremptorily).

The form of agreement partially settled. The parties interested to draw the remaining clauses and submit them to the Board for approval.

3256. Application, City of Toronto, under S.S. 2 and 3 of Section 4 of Amendment to Railway Act, and Section 315 of the Railway Act, for an Order that the Bell Telephone Co. be required to change present rates to subscribers for use of telephones upon the Island and other parts of the City of Toronto, so that the said rates or tolls do not unjustly discriminate between the Island and other parts of the said City of Toronto. (File 3574-40.) (Adjourned hearing).

Order made that Supplement No. 43, C.R.C. 1708 be amended by the abolition of the rates therein provided under the heading of 'resident service for the summer season in connection with Island switchboard,' and by establishing certain rates, as set forth in the Order for business service and residence service. (See Order No. 15953).

3257. *Re* train connection of G.T.R. and C.P.R. at Brockville. (File 5320, Case 2863).

NOTE.—C.P.R. is required to show cause why the connecting Order herein should not be varied by requiring the said connection to be made. (Adjourned hearing).

Order made fixing the time of departure of C.P.R. train No. 562 from Brockville at 2.30 p.m. and providing that the G.T.R. shall at or before 2.15 p.m. on all occasions upon which its train No. 6 is late notify the C.P.R. Station Agent at Brockville stating the number of minutes it will probably be late at Brockville, and the number of passengers desiring to make connection with the C.P.R. train 562. The C.P.R. to hold their train after such notification until 2.40 p.m. The G.T.R. on and after May 1, 1912, to time the arrival of its train No. 6 at Brockville at 2.10 p.m. Orders 4233 and 4294 rescinded. See Order 15976.

3258. Application, Board of Trade of the City of Regina, Sask., under Sections 314 and 339, for an Order lowering the tariff on classes one to ten, including on goods shipped from Eastern Canada to Regina and states that the class rates on the C.P.R and the C.N.R. on all merchandise included in classes one to ten are excessive and not proportionate to the rates on the same classes of goods to certain other competitive points.

NOTE.—Board will consider the necessity of issuing a further Order in this matter, pursuant to S.S. 5 of Section 56 of the Railway Act.

No further Order to be made as Board held it is unnecessary.

3259. Application of the Board of Trade of Vancouver, B.C., for an Order directing the C.P.R. to——

(*a*) Cease from making and charging discriminating rates on goods transported by such railway from Vancouver, B. C., to points located in British Columbia Alberta, Saskatchewan and Manitoba on the main line and on the Crow's Nest Branch Line, as compared with the rates charged by such railway to the same territory (for the greater distance) from Montreal, Quebec, and other points on the Atlantic seaboard.

(*b*) Cease from making and charging discriminating freight rates on wheat and oats consigned from Alberta to the Pacific coast, as compared with the charges on wheat and oats (for the greater distance) from points in the Prairie Provinces to Lake Superior.

(*c*) Cease from making and charging discriminating passenger rates to passengers in British Columbia, and especially Commercial Travellers, as compared with the passenger rates charged by such railways in other portions of Canada. (File 1922, Part 2.) (Adjourned hearing).

Judgment reserved and consolidated with the Western Inquiry Case.

3260. Application, Town of Smith's Falls, for an Order of the Board appointing arbitrator, or arbitrators, for the adjustment of claims of property owners in connection with the closing of certain streets in the Town of Smith's Falls, crossed by C.P.R. (File 9437-109).

Order made that the Hon. W. S. Sinclair, Senior Judge of the County Court for the County of Lanark, be appointed arbitrator to assess the damages to be awarded

the property owners. His findings and decision to be final and binding on all parties. (See Order 16029).

3261. Application, Seaman, Kent Co., of Fort William, Ont., for the same rate on hardwood lumber from Fort William to Vancouver, viz.: 45 cents per 100 lbs., as is charged by the C.P.R. on rough cedar, fir, etc., from Vancouver to Fort William. (File 18211).

Order made to disallow the C.P.R. rate of 80 cents per 100 lbs. on lumber from Port Arthur and Fort William to Vancouver, B.C. The company to substitute by the 4th April, 1912, a rate of 55 cents per 100 lbs. on lumber including flooring in carloads of minimum weight of 40,000 lbs. (See Order No. 16059).

3262. Application, Russell Rural Telephone Co., under the Railway Act, for an Order giving the applicants Bell Telephone long distance connection at the Village of Navan, Ont. (File 3839-174).

Stands pending settlement of agreement with the Bell Telephone Co.

3263. Application, Town of Dorval, under Section 269, for an Order directing the G.T.R. to provide an early morning train, daily, from Dorval to Montreal, and an additional train during the summer season, on Sundays, to arrive in Montreal for ten o'clock. (File 18500).

Application dismissed.

3264. Application, City of Lachine, Que., under Sections 258 and 284, to direct the G.T.R. to make "Convent Station" the chief station at Lachine, to be supplied with full passenger, freight and telegraph equipment, and to move the said station further west between Eighteenth and Twenty-first streets. (File 16503). (Adjourned hearing).

Application dismissed.

3265. Application, Council of the County of Iberville, Que., for authority to construct highway crossing over the tracks of the Central Vermont Ry. (File 18561).

Order made granting the application.

3266. Petition, citizens of St. Francois de Sales, Que., for an Order directing the C.P.R. to provide a station and agent at that point. (File 17908).

Order made directing the C.P.R. to construct and provide a station and appoint an agent at St. Francois de Sales. Plans to be filed by the 12th May, 1912, showing the location of the side track, together with the station for the accommodation of passesgers and less than carload freight. (See Order 16304).

3267. Complaint, Parish of St. Andrews, Que., relative to delay by C.N.O. Ry. in erection of bridge crossing the Rouge River at Rouge River Settlement to replace wooden bridge removed by the company. (File 2342-63).

Order made granting the application.

3268. Petition, residents of the Parish of Cap Sante, Que., for an Order compelling the C.N.Q. Ry. to erect a suitable station at that point, and also install station agent. (File 17989).

Order made that the location of the applicant company's station proposed to be erected at Cap Sante be approved. (See Order 16334).

3269. Application, J. M. Morin, K.C., St. Paul L'Hermite, Que., for an Order to compel the C.N.Q. Ry. to macadamize or keep in good repair the highways and abutments of bridge between Bout de l'Ile and Charlemagne, Que. (File 17873). (Adjourned hearing).

Application refused. No jurisdiction.

3270. Application, C.N.O. Ry., under Section 29, to amend Order No. 14979, by adding after the word "track" in the third line of the operative part of the Order the words "in said lots 105 and 107, and all the land on the east side of the said westerly track contained in said Lot 107." (File 15001-1).

Order made granting the application.

3271. Application, Lachine, Jacques Cartier & Maisonneuve Ry., under Section 159, for approval of location from a point on St. Catherine street, Montreal, extend-

ing northwesterly a distance of 7·18 miles to connection with the G.T.R. near Jacques Cartier Junction; under Section 227, for authority to cross C.P.R. at Iberville street, Montreal; under Section 176, to expropriate C.P.R. lands; under Section 227, to cross C.P.R. by means of under crossing at Lots 346 and 347 in the Parish of St. Laurent, near Jacques Cartier Junction, Que. (File 14329·4). (Adjourned hearing).

Order made authorizing the applicant company to cross the tracks of the C.P.R. east of Iberville street, Montreal. The C.P.R. to re-arrange its Leeds to Angus shops so that only one track shall be required to be crossed by the applicant company's line. (See Order 15927).

3272. Application, Lachine, Jacques Cartier and Maisonneuve Ry., under Section 227, for authority to construct its railway across the tracks of the Montreal Street Ry. at Ontario street, Forsyth street, Masson street (not officially opened) Montreal. (File 14329·6). (Adjourned hearing).

Order made granting leave to the applicant company to cross the Montreal Street Ry. by means of an overhead bridge at Ontario. Forsythe and Masson streets. (See Order 16236).

3273. Application, Lachine, Jacques Cartier and Maisonneuve Ry., under Section 237, for approval of plan showing the overhead crossings by the above railway of Rachel, Hogan, Bercy, and Sherbrooke streets, Montreal, and the closing of Elm street. (File 14329·7).

Order made that Order No. 15938, dated 5th February, 1912, be rescinded so far as it authorizes the crossing at Rachel street by the applicant company. (See Order No. 16184).

3274. Application, C. P. R., under Section 222, for authority to construct branch line from a point on main line 650 feet S.E. from south-easterly side of Forsyth St., Montreal, through Village of Hochelaga, Town of Maisonneuve, and through Longue Pointe Ward, Montreal, together with a spur connecting said branch line with main line crossing Moreau St., in Hochelaga Ward. (File 17716). (Adjourned peremptorily).

Referred to Board's Engineer to report upon.

3275. Consideration of the question of protection at the level crossing of the C. P. R. at Prud'homme Ave., Notre Dame de Grace, Que. (File 9437·112).

Order made granting leave to the C. P. R. to construct a subway on Decarie Avenue and to divert Prud'homme Avenue on the north, into Decarie Avenue by means of Western Avenue. The cost of the work to include the compensation to be paid to all owners whose lands are injuriously affected by the depression of Decarie Avenue, by the closing of Prud'homme Avenue and its diversion to be divided as follows: $10,000 to be paid out of The Railway Grade Crossing Fund and one-fifth of the balance by the City of Montreal. (See Order No. 16102).

3276. In the matter of closing St. Phillips St., Montreal, by the G.T.R. (File 17814). (Adjourned hearing).

This matter is consolidated with the General Track Elevated Case in the City of Montreal, Que.

3277. Application, Lachine, Jacques Cartier & Maisonneuve Ry., under Section 237, for authority to construct its railway across De Montigny, Logan, Lafontaine, Harbour, Ontario, Forsyth, Hochelaga, Sherbrooke, Frontenac, Rachel, Masson streets, and Cote de la Visitation, Cote St. Michel, and Sault aux Recollets Roads, Montreal. (File 14329·3). (Adjourned hearing).

Order made granting the application.

3278. Application, Vital Chicoine, Vercheres, Que., for restoration of the rates of 12½ cents per 100 lbs., formerly charged by the Q. M. & S. Ry. and G. T. R. on highly compressed hay or fodder in carloads from Vercheres to Portland, Maine, for export.

(The G. T. R. and C. P. R. will be required to state their reason for charging from their stations south and east of Montreal rates on highly compressed hay for export higher than Messrs. Loud and MacInnes in their joint letter of February 24, 1908, undertook to establish from Montreal in consideration of the recision of the Board's Order in what is known as the ("Balanced Ration Case"). (File 4007, Case 686).

Application dismissed.

3279. Application, Chamber of Commerce of the District of Montreal, relative to delays in the delivery of goods in cars and requesting that railway companies be compelled to pay demurrage on cars arriving in yards and not delivered within twenty-four hours. (File 18768).

Application dismissed.

3280. Application, Consumers Cordage Co., Montreal, for an Order disallowing the G. T. R. Tariff C. A. 66, C. R. C. No. E-1432, and the C. P. R. Tariff E-868, C. R. C. No. E-1286 and Supplements Nos. 6 and 5, filed respectively by the said Companies effective January 29, 1912, cancelling the rates on rope as shown in the original tariffs. (File 19107).

Order made that Supplement No. 6 to G. T. R. Tariff C. R. C. E-1432 and Supplement 5 to C. P. R. Tariff C. R. C. E-1286, may become effective June 1, 1912. (See Order 16314).

3281. Application, Express Traffic Association, on behalf of the Express Companies represented at Montreal, for approval of delivery limits at Montreal. (File 4214-147).

Stands for inspection by the Board of the proposed limits.

3282. Application, Dominion Stock and Bond Corporation, Limited, of Vancouver, B.C., for an Order, under Section 258, directing the G. T. P. to provide and construct a suitable station at Fort Fraser, B.C. (File 18970).

Judgment reserved pending the construction of the G. T. P. line to Fort Fraser when the location of the station there will be considered.

3283. Complaint, J. H. Conrad, alleging excessive freight rates charged by the White Pass & Yukon Route on ores from Carcross to Skagway, and on mining machinery and camp supplies from Skagway to Carcross.

NOTE.—The Board will hear further evidence to be adduced on behalf of the White Pass & Yukon Route as per Order No. 14689. (Adjourned hearing). (File 10556).

Order made rescinding Order No. 12783, dated 18th January, 1911.

3284. Application, British Yukon Ry., the British Columbia Yukon Ry. and the Pacific and Arctic Ry., for a re-hearing, pursuant to the Order of the Governor-in-Council dated June 16, 1911, of the Order of the Board dated the 18th day of January, 1911. (Adjourned hearing). (File 2030, Part 2).

Order made rescinding Order No. 12783 dated 18th January, 1911.

3285. Consideration of the matter of protection of G. T. R. crossing just west of Bainsville, Township of Lancaster, Ont. (File 9437-790).

Order made for an electric bell to be installed by the G. T. R. Co. before the 1st May, 1912. Twenty per cent to be paid out of The Railway Grade Crossing Fund.

3286. Application, G.T.R., under Sections 59*a*, 222 and 237, for authority to construct branch lines of railway "Y" tracks, or sidings, commencing at two different points on its railway near Barry's Bay station, and on lots 182 and 183, South Bonnechere Range, Township of Sherwood, Ont., extending across Mahon street, Barry's Bay, across village lots and Brady and Murray streets, unopened, to premises of Golden Lake Lumber Co. (File 18377).

Withdrawn by the applicants.

3287. Application, Natural Resources Security Co., Ltd., of Vancouver, B.C., for an Order under Section 258, directing the G.T.P. to construct a suitable station at or near Fort George, B.C. (File 19024).

No Order made. Matter may come up again for consideration when the Company's line reaches Fort George.

3288. Complaint, Municipal Council of Winchester, Ont., relative to unsatisfactory passenger train service provided by the C.P.R. to and from that point. (File 19205).

Order made that the C.P.R. on or before the 1st of May, 1912, make Winchester a regular stop for its trains Nos. 21 and 22. (See Order 16305).

3289. Application, C.N.R. under Sections 227 and 228, for authority to construct transfer track to connect its Sudbury branch with the Algoma Eastern Ry., through the Town of Sudbury, Sudbury Mining Division, mileage 0·0 to 2·39. (File 19126).

Order made authorizing the construction of transfer track. (See Order 16205).

3290. Application, C.N.O. Ry., under Section 178, for an Order authorizing it to take that portion of Lot 9, Broken Front Concession, Town of Trenton, Ont., for the purpose of carrying out the necessary diversion as approved by Order No. 13480, dated November 7, 1910. (File 3878·506).

Order made granting the application.

3291. Application, residents of the City of Ottawa, residing for a portion of the year along various points on the C.P.R. as well as permanent residents of the district served by the said railway, complaining that the location of the C.P.R. Co's. Union Station is unsuitable for the purposes of arrival and departure of trains running on the said branch line; and for an Order requiring the arrival and departure of trains at and from the Central Station at Nepean Point, or between Nepean Point and the said Central Station.

NOTE.—Matter will be re-heard in accordance with Order in Council, dated 17th February, 1912. (File 12992).

Judgment reserved.

3292. Application of the Southern Ontario Pacific Ry. (C.P.R.), for authority to operate temporarily the connection with the Toronto, Hamilton and Buffalo Railway, near Hamilton, Ont. (File 1852·8).

Order made that the Southern Ontario Pacific Ry. Co. be authorized to operate the connection at Point A, as shown on plan B, filed with the Board for construction purposes only, until the 31st May, 1912. (See Order No. 16091).

3293. Application, Grand Trunk Railway, under Section 178, for authority to expropriate part of Lot 13, Range 1, south of Longwood's Road, Township of Ekfrid, containing 1·05 acres, owned by Mr. Samuel McLean. (File 19263).

Order made granting the application.

3294. Application, G.T.R., for approval of plans of temporary bridge over the Beauharnois Canal. (File 19254). (Adjourned hearing).

Order made authorizing applicant company to construct temporary bridge across the Beauharnois Canal. The order is to be without prejudice to any rights or obligations of the Canadian Light and Power Co., the Government of Canada, or the applicant company respecting compensation in connection with the construction of the bridge, all of which are reserved. (See Order 16129).

3295. Resolution, Ottawa Board of Trade, requesting the Board to take steps to compel the G.T.R., C.P.R. and C.N.R. to supply cars for the shipment of hay from the district between Vankleek Hill and Pembroke, Ont. (File 19170).

Stands. No action taken.

3296. Complaint, Wm. Baillie, West Monkton, Ont., relative to refusal of the C.P.R. to furnish their own cars for the shipment of hay to the United States, at Cobden, Ont. (File 19163).

Stands. No action taken.

3297. Complaint, of Edwin Kenny, Meath, Ont., relative to shortage of cars at that station on the line of the C.P.R. (File 19138).

Stands. No action taken.

3298. Petition of the Namaka Farmers Association No. 122, of Namaka, Alberta, for better train and mail service to and from that point on the line of the Canadian Pacific Railway Co. (File 13893).

Order made dismissing the application. (See Order No. 16271).

3299. Application of the Kettle Valley Railway Co., under Section 159, for approval of location from Hope, at mileage 0 to mileage 25. (File 11738-7).

Referred to Board's Engineer for report.

3300. Application of the V. V. and E. Ry. and Navigation Co., under Section 167, for approval of plan and profile of amended location between Coquihalla Summit and Hope, B.C., a distance of 37·5 miles. (File 572-26).

Referred to Board's Engineer for report.

3301. Application of the G. T. P. Branch lines, under Section 167, for approval of revised right of way and location of station grounds on its Tofield-Calgary branch between Township 32-33 and Township 29-24 W. 4th Meridian, Alberta. Stations are known as Bashaw, Alberta. (File 10821-70).

Order made refusing the application. (See Order No. 16251).

3302. Application of G.T.P. Branch Lines Co., under Section 167, for approval of revised right of way and location of station grounds on its Tofield-Calgary branch between Township 32-23 and Township 29-24, W. 4th Meridian, Alberta. Stations are known as Ghost Pine, Three Hills, Twining, Swalwel and Grainger, Alberta. (File 10821-71).

Order made approving of the revised locations of the G.T.P. branch line Company's railway and station grounds at Bashaw, Alta. (See Order 16498).

3303. Complaint, Riverside Lumber Co., Ltd., Calgary, Alta., against C. P. R. respecting car service rules. (File 1700, Part 2).

Complaint dismissed, no one appearing for the complainants.

3304. Complaint of New Dayton Board of Trade, relative to rates on grain from Alberta Railway and Irrigation Co. to Port Arthur and Fort William. (File 18755-2).

Judgment reserved to enable company to file an answer to the complaint.

3305. Complaint of the United Farmers of Alberta, that the C.N.R. has failed to fence its right of way on the Calgary-Vegreville Branch, and that the cattle guards have not been put in. (File 12924-53).

Complaint withdrawn.

3306. Application of the C. N. R. Co., under Section 176, for authority to take possession of land of the C.P.R. for right of way at Northeast quarter of Section 29, Township 27, Range 20, West of the 4th Meridian, Alta. (File 12924-64).

Spoken to at the Edmonton sittings. As soon as Mr. Clarke advises the Board that the Hon. Mr. Robson will act as arbitrator, an order to go appointing His Lordship.

3307. Complaint, Live Stock Commissioner, Province of Alberta, against the C.P.R. regarding a shipment of cattle made by McDaniel Bros., of Carstairs, Alta., to the Vancouver-Prince Rupert Meat Co. (File 15958-2).

Stands to be considered in connection with the application of the Veterinary Surgeon General in connection with general live stock regulations.

3308. Consideration of freight rates on coal from shipping points in Provinces of Saskatchewan and Alberta, which are alleged to be excessive and unreasonable, or discriminatory. (File 19212).

Stands to be taken up with the Western Rates Case.

3309. Application of City of Strathcona for an Order under Section 237, authorizing the construction of a subway under the C.P.R. at Queen street. (File 18243).

Application withdrawn by applicants.

3310. Application of C.N.R. Co. for approval of location through Townships 47-52, Ranges 24-26, W. 4th Meridian, and part of City of Strathcona, Alta. Mileage 46·74 to 83·89, Calgary-Strathcona branch. (File 10789-35).

Order made approving location. (See Order 16222).

3311. Petitions of the residents of Resplendent, B.C., Fitzhugh, Alta., Moose Lake, B.C., Prairie Creek, Alta., Edmonton, Alta., Edson, Alta., and Hinton, Alta., for an Order directing that the G.T.P. Ry. be compelled to open for traffic its line from Prairie Creek West. (File 2236-72).

Order made that the G.T.P. Co. cease discriminating in the carriage of freight traffic, and that for any and every case of default in complying with the terms of the Order of the Board the Railway Co. shall be subject to a fine of $100. (See Order 16242).

3312. Application of G.T.P. under Sections 222 and 237, for authority to construct, maintain and operate a spur for the Imperial Oil Company, Ltd., Edmonton, Alta. (File 18651).

Order made authorizing the construction of the spur. (See Order 16201).

3313. Application of G. T. P., under Section 222, for authority to construct spur to serve Edmonton Portland Cement Co., Section 6-53-19, W. 5th Meridian, Alberta. (File 18599).

No action taken. Order already made 29th February, 1912, Order 16041, authorizing the construction of the spur, subject to the condition that when the C. N. R. Co. wishes to construct upon its approved location plan at the point in question this Order shall be reconsidered.

3314. Application of the City of Edmonton, Alta., under Section 29, for an Order amending Order of the Board No. 12082, dated October 24, 1910, by altering the terms and providing that the applicants may cross with its municipally owned Electric Railway the line of the Edmonton, Yukon & Pacific Ry. Co. by means of a subway in place of a level crossing as provided in said order and carrying the highway at the point of crossing under said steam railway.

NOTE.—The E. Y. & P. Ry. Co. is required to show cause as per Order No. 15150 why an Order should not go authorizing the construction of said subway, the cost of said work to be divided equally between the parties as suggested by the applicants, subject to a contribution of 20 per cent from The Railway Grade Crossing Fund of the cost of the work, but not to exceed $5,000. (File 15552).

Stands at the request of the City, to enable the City to file and serve new plans at least one month before this matter is again set down for hearing.

3315. Application of the City of Edmonton, Alta., under Sections 29 and 30, for an Order directing the C. N. R. Co. and the G. T. P. Co. to use one set of double tracks from Eastern Boundary of the City of First St. (File 16839).

Stands at the request of the City for further negotiations between the parties.

3316. In the matter of the crossing of the G. T. P. Ry. over Fort Saskatchewan Trail, and of the application of C. M. Keily, Edmonton, Alta., in connection with the diversion of Fort Saskatchewan Trail. (File 9023, Part 1).

Order made rescinding Order 8462 and directing the G. T. P. Co. to construct an overhead crossing on the Fort Saskatchewan Road. Plans to be filed by the 9th May, 1912, and work to be completed within 90 days after the approval of the plans by the Board's Engineer. A penalty of $100 a day affixed for any default by the Company under the Order. (See Order 16259).

3317. Application of the Brackman-Ker Milling Co., Ltd., Strathcona, Alta., for an Order directing that the C. P. R. and C. N. R. be debarred from cancelling tariffs containing milling-in-transit privileges on less than a six months' notice. (File 18563).

Application withdrawn.

3318. Complaint of the Department of the Agriculture, of the Province of Alberta, against excessive rates charged by the Canadian Pacific Railway for the hauling of coal in that Province. (File 18136).

Judgment reserved. To be dealt with in connection with the Western Rates Inquiry.

3319. Application of the City of Lethbridge for a crossing over the C.R.P. Co.'s tracks for a municipal Street Railway, upon 13th street in the City of Lethbridge.

Order made granting leave to the City of Lethbridge to cross at the point in question at its own expense. The crossing to be for one year only, unless an Order is made extending the time. The City to be at its own expense for payment of a watchman or watchmen to protect the crossing.

3320. Application of J. B. Savoy, L. Como, and A. Laroque, and Local Improvement District No. 27 T. 4, for order directing construction by the Canadian Northern Railway Co. of subways on their line crossing the highways running East and West between Sections 9 and 16 in Township 54, Range 26, West of the Fourth Meridian, being part of Lake Ste. Anne Trail and highway running north and south between sections 9 and 10, in same township. Also subway on N. W. Quarter section 10, and that the line be fenced by the Company. (File 18318.)

The Board refused to order a subway in connection with the application. The Local Improvement District may, if it so desires, have the question of a road diversion considered by the Board. Parties interested to send the Board any further information they desire.

3321. Application of the Town of North Battleford, Sask., for an Order under Sec. 237, directing the Canadian Northern Railway to provide suitable crossing at Victoria St., North Battleford, Sask. (File 18541.)

Stands, Canadian Northern Railway to file and serve within one month plan of proposed subway with estimated cost showing details.

3322. Complaint of F. J. Schwingshamer, Englefield, Sask., relative to poor accommodation at that point on the Canadian Northern Railway and requesting that station agent be installed. (File 18808.)

Station to be constructed to the satisfaction of an Engineer of the Board by the 20th June, 1912. Permanent agent to be stationed there as soon as the earnings amount to $15,000.

3323. Application of the Town of Battleford, Sask., for an order directing the Canadian Northern Railway to provide proper passenger service on branch line between Battleford Jct. and Battleford, Sask. (File 19202.)

Order made dismissing the application. (See Order No. 16270.)

3324. Complaint of the Municipality of Nutana, Sask., relative to Canadian Northern Railway Co. not fencing their right of way through that Municipality. (File 9994.51.)

Order made that the Canadian Northern Railway fence a portion of its line between Saskatoon and Regina now unfenced. The work to be completed before the 1st November. A penalty of $50.00 a day for each day the Company is in default under the Order to be fixed. (See Order No. 16241.)

3325. Complaint of the Ituna-Hubbard Grain Growers Association, alleging dangerous condition of the Grand Trunk Pacific Railway crossing at Main St., Ituna, Sask. (File 9437.800.)

The Board directs that a private crossing be made at Main St., same to be constructed in accordance with offer made by the Grand Trunk Pacific Co., the Company to open Beaver Hills Road across the right of way in accordance with standard conditions of highway crossings, approved by the Board. All work to be completed before June 1, 1912.

3326. Complaint of Charles W. Deaver of Viscount, Sask., that the Grand Trunk Pacific Railway will not furnish him with a cattle pass on his farm on N. W. quarter Sec. 28-34-27, W. 2nd M., Sask. (File 14896.)

Order made dismissing the complaint. (See Order No. 16208.)

3327. Resolution of the Local Improvement District No. 183, Bangor, Sask., relative to alleged inefficiency of cattle guards of the Grand Trunk Pacific Ry. (File 455.8.)

No Order made.

3328. Complaint of Local Improvement District No. 183, Esterhazy, Sask., relative to Grand Trunk Pacific Railway cattle guards in that District. (File 455-17.)

No Order made.

3329. Petition of residents and property owners of Druid, Sask., and vicinity that the Grand Trunk Pacific Railway install a station at that point close to the Canadian Pacific Railway station in order to make the construction of a transfer track between the two roads feasible. File 19113.

Judgment reserved.

3330. Complaint of the settlers of Naseby, Sask., that Canadian Pacific Railway has not proper facilities for handling merchandise, nor sufficient shelter to protect the travelling public from the elements. (File 13120.)

Application withdrawn.

3331. Application of the Grand Trunk Pacific Branch Lines Co., under Section 258, for approval of proposed station site at Cutknife, on its Cutknife branch, in Sections 33-43-21, W. 3rd M., Sask. (File 19191.)

Order made that the location of the Canadian Pacific Railway station on the south half of Section 33, Township 43, Range 21, West 3rd Mer., be approved and refusing the application of the Grand Trunk Pacific Branch Lines Co. herein, for approval of their station site. (See Order No. 16322.)

3332. Application of the Canadian Pacific Railway, under Section 258, for approval of proposed location of its station at Cutknife, Sask., on the south half of Sections 32-43-21, W. 3rd M., Sask. (File 18630.)

Order made that the location of the Canadian Pacific Railway station on the south half of Section 32, Township 43, Range 21, West 3rd Meridian, be approved and refusing the application of the Grand Trunk Pacific Branch Lines Co. herein for approval of their station site. (See Order 16322.)

3333. Application of the Grand Trunk Pacific Branch Lines Company, under Section 167 of the Railway Act, for approval of location of station at Bashaw, Alta. Three Hills, Twinning, Swalwell, Grainger, in the Province of Alberta.

Referred to Board's Engineer to report upon.

3334. Application of the Grand Trunk Pacific Branch Lines Company, under Section 167 of the Railway Act, for approval of location of station at Bashaw, Alta.

Order made dismissing the application. (File 10821-70.)

3335. Application of the C. N. R. Co. under sections 222 and 237, for authority to construct a spur from its Goose Lake Branch across Avenue 'A' to Saskatoon Power house, Saskatoon, Sask. (File 17698.)

Order made authorizing the construction of the spur in question. (See Order No. 16245.)

3336. Complaint, Board of Trade, Denholm, Sask., that the Canadian Northern Railway have closed their station and withdrawn agent at that point. (File 6685.)

No order made. Railway Company undertaking to continue the agent at Denholm.

3337. Complaint, Rural Municipality of Kindersley, Sask., relative to dangerous crossing over Canadian Northern Railway between S.W. Quarter Sections 4-29-23 and N.W. Quarter Sections 33-28-29, and asking that overhead crossing be installed. (File 9189.2.)

Order made authorizing the diversion of the highway at the point of crossing, and granting leave to the Railway Co. to expropriate lands therefor as described in the Order. If the diversion is adopted the Company to widen out the cut to 20 feet. The diversion to be made or the bridge completed before the first of September, 1912.

3338. Petition, Local Improvement District 161, *re* highway bridge over the tracks of the Canadian Pacific Railway over Fillmer Creek.

NOTE.—The City of Moosejaw to show cause why it should not contribute towards the cost of construction of a bridge at the point in question if one is required by the Board. (File 16165.)

Canadian Pacific Railway to file plan showing location and character of bridge together with memo. of cost of work and to serve copies on the City of Moosejaw and solicitors for the petitioners. Further disposition of the matter reserved.

3339. Complaint of E. D. Sworder, of Regina, Sask., alleging unsatisfactory condition of crossing provided for him by the Grand Trunk Pacific Railway in Sections 8-21-12, W. 2nd M., Sask. (File 18341.)

Referred to Assistant Engineer Drury to inspect and report what, if anything, is necessary to be done to fulfil the agreement and give a satisfactory roadway to the complainant.

3340. Application of the Canadian Northern Railway, under Section 237, for authority to construct and divert highway between Sections 12 and 13, Township 6, Range 18, West of 2nd Meridian, Maryfield Extension, Sask. (File 10799.89.)

Application withdrawn. (See Order 16078.)

3341. Complaint of the Village of Brownlee, Sask. relative to car supply of the Canadian Pacific Railway at that point in comparison with other towns on the said railway. (File 19027.)

Order made dismissing the complaint. (See Order No. 16210.)

3342. Application of Stockton & Mellinson of Regina, for the restoration of the cancelled express rate of $2.00 per 100 lbs. on fruit carloads, from Lewiston, Idaho; Hood River, Oregan; and Riparia and Walla Walla, Washington, to Winnipeg and intermediate points (including Regina) via Kingsgate, and that the minimum carload weight be made 15,000 lbs., also that the same rate and minimum weight be applied from Milton, Oregan and Seattle, Tacoma and Puyallup, Washington. (File 4214.183.)

Order made dismissing the application.

3343. Complaint of the Regina Board of Trade against the estimated weight of a cubic yard of gravel as contained in the Canadian Classification No. 15. (File No. 16453.7.)

Complaint withdrawn by the applicants.

3344. Complaint from the Eureka Planter Co., Ltd., of Woodstock, Ont., against freight classification on implements being shipped west of Port Arthur, Ont. (File 17057.)

No action taken.

3345. Consideration of freight rates on coal from shipping points in provinces of Saskatchewan and Alberta which are alleged to be excessive and unreasonable or discriminatory. (File 19212.)

To be heard with the general inquiry into Western rates.

3346. Application of Municipality of De Salaberry, Man., under Secs. 235, 252 and 53, for an Order directing the Canadian Pacific Railway to construct highway crossing at Otterbourne station grounds. (File 18020.)

The Railway Company undertakes to locate an entrance to the elevators by continuing the old trail on the north boundary of Block H (the present travelled trail) across its yards to the east side, subject to proper regulations; the same not to become a public highway.

3347. Complaint of the Village of Gimli, Man., respecting Canadian Pacific Railway train service to and from that point. (File 19188.)

No Order made.

3348. Complaint of the Rural Municipality of Bifrost, Man., relative to lack of drainage in the township on the line of the Canadian Pacific Railway, Arborg Extension. (File 19247.)

Application withdrawn.

3349. Consideration of the matter of requiring the Canadian Northern Railway to install an agent at Woodnorth, Man. (File 19136.)

No Order made. Railway Company undertaking to place an agent at Woodnorth by the 5th of April.

3350. Complaint of the Board of Trade of Roblin, Man., that the station platform provided by the Canadian Northern Railway at that point is too small. (File 19015.)

Application stands.

3351. Complaint of the Board of Trade of Roblin, Man., against alleged poor accommodation and condition of stock yard and chute on the Canadian Northern Railway at that point. (File 19017.)

Application stands.

3352. Complaint of the Board of Trade of Roblin, Man., that the station provided by the Canadian Northern Railway at that point is too small. (File 19016.)

Application stands.

3353. Petition of residents of Dunrea, Man., asking for a transfer track between the Great Northern Railway and Canadian Northern Railway at Minto, Man. (File 19142.)

Order made directing the Brandon, Saskatchewan and Hudson Bay Railway Co. to provide or construct a transfer track with track of Canadian Northern Railway Co at Minto; work to be completed by the 24th May, 1912. (See Order No. 16501.)

3354. Complaint of the Board of Trade, Pelly, Sask., against the Canadian Northern Railway *re* delay to shipment of freight to Pelly and railway allowing shipments to remain on siding before forwarding to destination. (File 19051.)

Application dismissed.

3355. Complaint of William Bruce, of Winnipeg, Man., relative to the Canadian Northern Railway Co. entering on some lands belonging to E. E. Wire and himself, at Clarkleigh, Oak Point, damaging same and refusing to pay for the damage or the land. (File 15348.)

Board held that it had no jurisdiction to deal with this matter.

3356. Consideration of the matter of protection of Canadian Northern Railway and Canadian Pacific Railway crossing at Main St., Gladstone, Man. (File 9437-732.)

Order made that the crossing be protected by a watchman to be appointed by the Canadian Northern Railway Co., who shall be on duty from 8 a.m. to 8 p.m. daily. One-third of the wages of the said watchman to be paid by the Canadian Pacific Railway to the Canadian Northern Railway. (See Order No. 16237.)

3357. Petition, residents of Lautier, Man., for an Order requiring the Canadian Northern Railway to provide better loading facilities at that point and to improve the grade along the loading track. (File 4815.)

No Order necessary. The Railway Co. undertaking to carrying out the recommendation of the Board's Inspector.

3358. Consideration of the matter of amending Order No. 9160, dated January 6, 1909, *in re* flag stations, so as to require that railway companies in appointing a grain agent should also supply telegraphic facilities. (File 4205, Case 871.)

No order made.

3359. Application of the Canadian Pacific Railway under sections 222 and 237, for authority to construct two spurs for the Imperial Oil Company on Blocks Nos. 34, 32, and 30, and across Xante and Knox streets, said blocks lying between Brighton and Trinity streets, north-east of Alexander avenue, Winnipeg, Man.

NOTE.—The Board will take up the questions of limiting the switching on the said spurs to the night time only, as per Order No. 15709, dated November 29, 1911. (File 18473.)

No order made.

3360. Consideration of the matter of requiring improved conditions in the Canadian Pacific yards at Winnipeg in the matter of employees getting to and from their work. (File 18303.)

Railway company to file a plan within one month from March 25, 1912, for approval of Board's Engineer. Plan to show an elevated bridge way from the Brant and Brown street bridge at least 6 feet wide landing at or near the roundhouse.

3361. *Re* crossing of Talbot avenue by the Canadian Pacific Railway at Winnipeg, Man.

NOTE.—Board will take up question of a subway at this crossing as per Order No. 15558, dated December 5, 1911. (File 9437.279.)

Order made amending Order of the Board dated December 5, 1911, by directing that the City of Winnipeg pay the expense of the watchmen already incurred and to be incurred in this connection.

3362. Application, Canadian Northern Railway Company, for authority to remove spur to the United Fruit and produce Company's warehouse, Main street, Winnipeg, Man. (File 18578.)

No order made.

3363. Application of the Canadian Northern Railway, under Section 237, for authority to construct proposed second track across Pembina highway, Fort Rouge, Winnipeg, Man.

NOTE.—Board will consider the question of separation of grades, or further protection for the highway, as provided for by Order No. 15562, dated December 5, 1911. (File 18566.)

No Order made.

3364. Application of the Tuxedo Park Company, Limited, and the Canada Cement Company, Limited, under Sections 226 and 317, for an Order directing the Canadian Northern Railway and Grand Trunk Pacific Railway, to construct spur or connection between their tracks and the property of the applicants. (File 15772.)

No Order made. Plant not yet completed.

3365. Complaint of the William Gray-Campbell, Limited, of Winnipeg, Man., alleging obstruction of street crossings at Jessie and Corydon Avenues, Winnipeg, Man., by the Canadian Northern Railway trains. (File 18922.)

No Order made as to blocking of street. The Railway Company undertaking to put in a wooden box to enable the fire hose to be drawn through it under the tracks.

3366. Application of Grand Trunk Pacific Railway Company, under Sections 222, 227 and 237, for authority to construct spur to serve the Union Stock Yards, in the City of St. Boniface, Man., crossing Springfield road, Dawson road, and the line of the Canadian Northern Railway. (File 18750.)

Referred to Board's Engineer to report upon.

3367. The Canadian Northern Railway Company will be required to show cause why the special Joint Lumber Tariffs from points on the Canadian Northern Railway, to points on the C.P.R. C.R.C. Nos. 342 and 343 should not be consolidated and revised, so as to simplify, eliminate disparites, and provide reasonable routes on the lines of the report of the Chief Traffic Officer of the Board, dated January 3, 1912, a copy of which is in the company's possession.

NOTE.—On behalf of the Canadian Pacific Railway Company, Mr. E. W. Beatty, by letter dated February 19, 1912, notified the Board that his Company's Traffic Officials had no objections to a revision of these tariffs in accordance with the said report of the Chief Traffic Officer. (File 18179.)

This case was struck off the list as the companies are preparing tariffs.

3368. Complaint of the B. Shragge Iron and Metal Company of Winnipeg, Man., that the railway companies have advanced their commodity rate of 15 cents per 100 lbs. on scrap iron in carloads, from Winnipeg to Port Arthur, Fort William and Westfort, to 18 cents per 100 lbs., and applying for an Order restoring the old rate of 15 cents; also an application for a reduced rate on scrap iron (for rolling mills) from Winnipeg to Medicine Hat. (File 18407.)

Upon the Railway Companies undertaking to restore the 15 cent rate in question, the Board decided that no Order should issue.

3369. Application of the H. W. Johns-Manville Company, Limited, of Winnipeg, Man., for an Order directing that Keystone Building Felt should be classified under Fourth Class less carloads, and Fifth Class, carloads. (File 16453.5.)

Application withdrawn.

3370. Complaint from the Eureka Planter Company, Limited, of Woodstock, Ont., against freight classification on implements being shipped west of Port Arthur, Ont. (File 17057.)

Stands. No action taken or evidence given.

3371. That the Canadian Freight Classification be amended as follows:—

(a) Abolition of the restricted trade lists under distinctive headings.

(b) Restriction of carload rates to straight carloads of one commodity or analogous commodities.

(c) Minimum carload weights to approximate reasonably the carrying or cubical capacity of the standard car of 36 feet 6 inches inside length, 'With due regard to the marketing conditions of the articles in question.' (File 10453.6.)

Judgment reserved.

3372. Consideration of the Special Local Tariff of Dominion and Canadian Northerin Express Companies applicable on cream between points in the Provinces of Saskatchewan, Alberta, and Manitoba, and Ontario, West of Port Arthur, for distance not exceeding 300 miles made effective on November 1, 1911, which were suspended by the Board on November 27, 1911. (File No. 4214.219.)

Judgment reserved.

3373. Application of Board of Trade of St. Boniface, Man., asking for an extension of telegraph delivery limits. (File 10041.27.)

Judgment reserved.

3374. Application of Patterson Manufacturing Co., Winnipeg, Man. for an Order requiring the Canadian Northern Railway to provide daily switching service at their siding in St. Boniface, Man. (File 19316).

Referred to Board's Engineer to report in regard to the changing of the lay-out and as to when the switching is to be done.

3375. Application, Grand Trunk Pacific, under Section 233, for an Order rescinding Order No. 13059 and substituting an Order approving bridge over Kyax River east of Prince Rupert, B.C., showing fixed span instead of an open span. (File 2236.51).

No action to be taken by the Board until the Department of Public Works disposes of the application now before it.

3376. Petition of Farmers in the District of Pleasant Point, near Carberry, Man., that the Canadian Pacific Railway construct a siding on their line at that point. (File 19239).

Order made refusing the application. (See Order No. 16240).

3377. Application of Grand Trunk Pacific Branch Lines Co., for authority to cross the Canadian Pacific Railway main line in the N.W. Quarter Section 26, Township 10, Range 18, West of Pr. Meridian, District Brandon, Man. (File 18030.1.)

Board directs that an Order go in accordance with report of its Engineer authorising the crossing.

APPENDIX C.

PRINCIPAL JUDGMENTS FROM MARCH 31, 1911, TO MARCH 31, 1912.

Application of H. E. Ledoux, of the H. E. Ledoux Company, Ltd., for Carload Rating on Cigars.

Judgment of Assistant Chief Commissioner Scott, March 9, 1911.

This application was heard at the sittings in Montreal on the 24th of January last. Mr. Ledoux manufactures cigars in Montreal and ships them to Winnipeg to a distributing warehouse in that city. It was stated at the hearing by Mr. Walsh, who appeared for the applicants, that the applicants would ship between eight and twelve carloads of cigars from Montreal to Winnipeg annually. These movements would be made possible because of the peculiar practice followed by the applicants of manufacturing in Montreal and shipping direct to their warehouse in Winnipeg. There is no evidence that any other manufacturer of cigars in the East would ship any number of carloads westward if this application were granted. Mr. Walsh stated that there are other manufacturers interested in the application, and he mentioned the George Tuckett Company of Hamilton, and the Rock City Tobacco Company of Quebec. Speaking of the former company he says that they would move a few cars a year: and of the Rock City Tobacco Company, that they would probably move one or more cars, but he could not say how many.

At first flush it does not appear reasonable that an application for a car lot rating should not be granted where it is established that there would be car lot movements of the commodity in question. However, consideration must be given to the effect the granting of such a request would have upon the business of other manufacturers of cigars, and also upon the revenue for the movement of such a commodity on the railway companies.

Although we were not given very satisfactory evidence on the volume of the cigar traffic to the West, I think it can be fairly asssumed that the shipments that would move in car lots would be a small percentage of the traffic. Other manufacturers of cigars in the East who do not carry their business in the same way as the applicants and who have no need of a car lot rating, as they do not and would not ship in car lot quantities, would be discriminated against by the preference which such a rating would give the applicants. Before such an application of this kind should be granted, I think it should be satisfactorily established that a fair percentage of the traffic would move in car lots. There is no such evidence before us. In fact, I think it is quite clear that apart from Mr. Ledoux' shipments, and perhaps a few cars of one or two other manufacturers, the bulk of the traffic would move L.C.L.

Then I think we should consider the effect the granting of this application would have upon the revenues of the railway companies. Cigars are a luxury. They are now rated L.C.L. 1st Class. There is no complaint that the rate is excessive. The effect of granting the application would be to reduce the railway companies' revenue or moving such quantity of the community as would go in car lots 47½ per cent; that is, if a car lot rating of 4th Class as is asked were granted. If the application were granted, it might well be contended that other luxuries now rated as 1st Class should receive similar reductions in rates.

I therefore think that, until the Board is satisfied that the establishment ofa carload rating on cigars would result in a substantial percentage of the traffic moving that way, and that it would be taken advantage of by a reasonable number of those in the trade, the application should be refused.

Concurred in by Chief Commissioner Mabee and Mr. Commissioner McLaren.

APPLICATION OF LAMONTAGNE, LIMITED, OF MONTREAL. HEARD IN OTTAWA, FEB. 21, 1911.

Judgment, Mr. Commissioner Mills, March 23, 1911:

The applicant in this case is a manufacturer of trunks, valises, and saddlery goods in Montreal. He has two warehouses used for distributing his goods in the West, one in Winnipeg and the other in Vancouver; and his application is for such a change in Rule 2 of the Canadian Classification No. 15 (now in use) as will enable him to ship mixed carloads of trunks, valises, and saddlery 'between points west of and including Port Arthur, Ontario, and from points east of Port Arthur, Ontario, to Port Arthur, Ontario, and points west thereof and vice versa'. (See Rule 2 (c) page 3 of the said Classification).

In the Classification referred to, carloads of trunks and valises are rated 3rd Class, subject to a minimum weight of 14,000 lbs., and goods in the saddlery list are variously rated, some 4th and some 5th Class, subject to a minimum weight of 24,000 lbs. (See Rule 1 (a), page 2 of Classification).

'Between points east of Port Arthur, Ontario' (Rule 2 (b), page 3), mixed carloads of trunks, valises, and saddlery are carried as 3rd Class,—the rating of trunks and valises, the highest classed articles in the list,—subject to a minimum weight of 20,000 lbs., as per Rule 2 (b), page 3 of the Classification; and the application is for the carriage of mixed carloads of trunks, valises, and saddlery as 3rd Class, subject to a minimum weight of 14,000 lbs., 'between points west of and including Port Arthur, Ontario, and from points east of Port Arthur, Ontario, to Port Arthur, Ontario, and points west thereof and vice versa,'—which would simply mean the shipment of the said commodities to and in the West on the same terms and conditions as in the East, but subject to a minimum weight of 14,000 lbs., instead of 20,000 lbs.

Mr. Bulling, for the railway companies, stated and urged two objections:

(1) That while most jobbers may handle both saddlery and trunks, some manufacturers do not make both, and the manufacturers of both would have an advantage over those who make only trunks and valises.

(2) That the carriage of such a mixture in carloads is at variance with proper classification, which would provide a carload rating only for a carload of single commodity,—adding that the railway companies are frequently deprived of revenues to which they are entitled by owners combining and sending goods to one place and shipping them in mixed carloads, on one bill of lading, to one consignee, at one destination, as if they were all owned by the shipper.

First Objection.—Regarding this the Chief Traffic Officer of the Board says that—

"the open eastern rule was restricted in the West in the interest of the western "middlemen, the basis being not so much by whom made as by whom carried. "Thus, under the rule now applied to and in the West, 'the grocery list includes "sugar, soap, tobacco, churns, ladders, &c., the product of different factories, but "carried by the same wholesaler or jobber. The lists are full of such instances, "and, under the system, properly so. Why, then, should not saddlery, trunks, "and valises be mixed? Conservatively speaking, the majority of the traders "who carry one carry all."

If it is fair and reasonable to place churns, ladders, &c., in the grocery list, I cannot see on what ground it is considered unfair or unreasonable to place trunks and valises in the saddlery list; and the refusal to do so seems to me to savour somewhat of discrimination.

Further it is not at all clear that the manufacturers who make trunks, valises, and saddlery would, by shipping them in mixed carloads, get any advantage over the manufacturers who make only trunks, because, by shipping his lower rated 4th and 5th Class saddlery with trunks and valises at the higher 3rd Class rating of the latter, he would lose probably as much on his saddlery as he would gain on his trunks, especially if the minimum weight for the mixture were greater than the minimum weight for trunks, as it is at present in the case of shipments between points east of Port Arthur.

So far as we are aware, there has been no complaint against the shipping of mixed carloads of trunks, valises, and saddlery between points in Ontario, Quebec, and the Maritime Provinces. At the hearing, it was stated by Mr. J. E. Walsh, representing the Canadian Manufacturers' Association, that the Lamontagne application was endorsed by Hugh Carson, Limited, of Ottawa, and the Calgary Saddlery Company, manufacturers of and wholesale dealers in both classes of goods; and W. B. Bulling, representing the railway companies, said, in answer to a question by Commissioner McLean, that he had not heard of any western jobbers objecting or agreeing to the 'proposition.'

No doubt, the railway companies are sometimes, perhaps frequently, deprived of what they regard as their rights, by owners secretly combining and shipping in mixed carloads as described by Mr. Bulling; but surely such secret combination is quite as likely to occur among shippers of the same commodity, say potatoes in bags, or among shippers of the 'lists' approved for mixed carloads to, and between points in, the West, say, sugar, soap, tobacco, churns, ladders, &c., in the grocery list—just as likely as it would be in the shipping of trunks, valises, and saddlery as they are now shipped between points in the Central and Eastern Provinces.

Second Objection.—As regards the ideal classification approved by Mr. Bulling I need only say that it has not been found practicable or suitable either in Canada or in the United States. The Western Classification of the United States has restricted lists of commodities for mixing in carloads; the Official Classification, covering the territory in which much the larger proportion of United States manufacturing is done, imposes no restriction as to the articles which may be, and are, shipped in mixed carloads; and the Canadian Classification No. 15 applies two rules, imposing no restriction on mixing between points east of Port Arthur, and allowing only specified 'lists' of goods to go in mixed carloads to Port Arthur and points west thereof, and between points in the West.

Under this head, I may add that we have not a complete file showing the Canadian Classification from the beginning; but from information furnished by the Chief Traffic Officer, I think that in 1893 mixing in carloads was allowed, but only under specified restrictions; and the changes since that date have generally been on the line of greater latitude and freedom in mixing.

Notice in *re* different issues of the said Classification as follows:

No. 9, of June 1, 1893, permitted mixed carloads of different articles of the same straight carload class at the rate for such class, provided all the articles belonged to one line of trade.

On or before November 15, 1894, the restriction as to one line of trade was removed, and the rule was enlarged so as to cover articles of different straight carload classes, on which the carload rate and the minimum carload weight of the article in the highest class applied to the entire mixed carload.

No. 10.—In No. 10 (a),—effective, September 1, 1897,—it was further provided with respect to articles of different straight carload classes, that 20,000 lbs. was

to be the minimum weight, if the highest classed aricle had a lower minimum; and as so developed (and made applicable all over the Dominion), it was then the same as it is now between the points east of Port Arthur.

No. 11.—By a supplement to Classification No. 11, the rule under which articles of different lines of trade could be mixed in a carload, was abolished, and the one-line-of trade principle was restored throughout the Dominion—virtually what we have to-day west of Port Arthur.

So far, the Classification, whether with the open or the restricted rule, was uniform throughout Canada, the Yukon excepted.

No. 12.—The first Classification submitted for the approval of the Board was No. 12. It was considered at some length at the Board's first meeting in Toronto, in June, 1904, when Mr. Miller, representing the Canadian Manufacturers' Association, argued strongly for the open rule throughout Canada; but, after a private meeting with the representatives of the railway companies, he agreed to a compromise, to the effect that the open rule should apply east of Port Arthur, and the restricted list system in the West, the latter to apply also to through shipments from the East to the West, and *vice versa;* and it was understood that the purpose of the compromise was the protection of western jobbers and middlemen, especially in Winnipeg.

As a result of this compromise, we have in Canada, outside of the Yukon, really two classifications, instead of the uniform classification aimed at in Section 321 of the Railway Act, where it is enacted that:

"the Board shall endeavour to have such classification uniform throughout "Canada, as far as may be, having due regard to all proper interests."

RECEIPTS FROM TRAFFIC.

The addition of trunks and valises to the saddlery list would not, I think, diminish the revenue of the railway companies,—it would, I believe, be just as likely to increase it,—if the minimum weight for the mixture were made, say 20,000 lbs. as in Rule 2 (b), page 3, Classification No. 15; because, the maximum weight of trunks and valises which can be loaded into a standard 36 foot 6 inches car being from 14,000 to 15,000 lbs. (with 16,000 lbs. as the limit), only a small number of trunks and valises could be carried in a mixed carload weighing 20,000 lbs., the greater portion would have to be saddlery, in order to bring the weight of the mixed load up to a minimum weight of 4,000 or 6,000 lbs. above the maximum of a load of trunks and valises, and on the saddlery thus loaded and carried with trunks and valises, the railway company would get the higher 3rd Class rate, instead of 4th Class rate, which it now gets on saddlery shipped in carloads under the present restricted list system applied to and in the West.

SUGGESTIONS AS TO WHAT MIGHT AND SHOULD BE DONE.

The mere addition of trunks and valises to the "saddlery" list, as has been suggested, would not be any benefit to the applicant, because, according to Rule 1, page 2, of Classification No. 15, the minimum weight of saddlery is 24,000 lbs., and it is stated in Rule 2 (c) that "when two or more articles enumerated under one distinctive heading are provided with different carload ratings they will be accepted in mixed carloads at the highest carload rate and the highest minimum weight applicable on any article in the shipment"; so, under the Classification as it now stands, the minimum weight of a mixed carload of trunks, valises, and saddlery would be from 8,000 to 10,000 lbs., more than the minimum weight for trunks and valises; the shipper, in order to get a mixed load of a weight so much greater than that of trunks and valises, would have to put in nearly all saddlery; and in every such case he would, because of the addition of a few trunks and valises, have to pay a 3rd class instead of a 4th Class rate on nearly a whole carload of saddlery.

Such relief as I think the applicant is entitled to can be given by adding trunks and valises to the "saddlery" list and making a slight addition to Rule 2 (c), in order to secure a minimum weight of 18,000 lbs. for mixed carloads of trunks, valises, and saddlery in the Western, as well as in the Central and Eastern Provinces; but no change in the rule referred to should, I presume, be made without giving the railway companies an opportunity to discuss the matter.

Therefore, my opinion is—

1st. That the application for permission to ship trunks, valises, and saddlery in mixed carloads to Port Arthur and points west thereof and between points in the Western Provinces, subject to a minimum weight of 14,000 lbs., should be refused.

2nd. That the railway companies should be directed as follows:

(1). To add trunks and valises,—trunks empty or filled with valises and satchels, and valises, loose, in trunks, or in cases,—to the "saddlery" list of the Canadian Classification at the ratings and the minimum carload weight provided therefore on page 72 of the Canadian Classification, No. 15.

(2). To extend Rule 2 (e) of Classification No. 15 by adding thereto the words in the last two lines of Rule 2 (b), namely.—"In the case of a mixed carload of 5th and higher class freight having a minimum of less than 20,000 lbs., the minimum weight for the mixed car shall be 20,000 lbs. at the highest class rate."

Send copies of judgment to the Canadian Freight Association and the leading railway companies; and, if they consent to the suggested addition to Rule 2 (c), let the Order go as above. If not let the whole question of the rating and rules affecting carload freight to and in the Western Provinces be put down for hearing at an early date, giving notice to railway companies, boards of trade, manufacturers, and jobbers, throughout the Dominion.

Judgment, Mr. Commissioner McLean.

The disposition of the matter as recommended by Commissioner Mills falls under three headings:

(1). That trunks and valises should be added to the saddlery list for shipment west of Fort William. I agree.

(2). That the minimum to points west of Fort William should be reduced to 20,000 lbs. I am unable to agree.

The existing minimum weight under the rule should apply, otherwise the introduction of an additional minimum would further complicate the existing situation.

(3). That the classification distinction under clause (c) of Rule 2 of the Classification should be struck out. I am unable to agree.

The existing arrangement is a compromise and, perhaps, a somewhat illogical one. But it at present causes less dislocation of business and discontent among shippers than would arise from an attempt to follow a rigid principle. The existing arrangement should not be disturbed, except on a wider basis of fact than is at present before the Board.

The Chief Commissioner and the Assistant Chief Commissioner concurred in Commissioner McLean's judgment.

Davy v. the Niagara, St. Catharines and Toronto Railway Company, and the Michigan Central Railroad Company.

James Davy of Thorold applied to the Board for an Order directing the Niagara, St. Catharines, and Toronto Railway Company to refund to him the sum of $219.83 being the amount of alleged excess freight charges collected from the applicant by the Railway Company on shipments of wood pulp from Thorold, Ontario, to Suspension Bridge, in the State of New York; and for an Order directing the Niagara, St.

Catharines, and Toronto, and the Michigan Central Railroad Companies to restore and maintain a rate of 2 cents per 100 lbs. on every shipment between the said points.

After hearing, the Board refused the application for a refund, but directed that the 2 cent rate be restored.

From this Order the Niagara, St. Catharines, and Toronto Railway Company appealed to the Supreme Court of Canada upon the ground that it was beyond the jurisdiction of the Board to make an Order. The Supreme Court allowed the appeal.

Assistant Chief Commissioner Scott, March 29, 1911:—

This matter was first heard at Toronto on December 2, 1909. For reasons expressed in a memorandum of mine, dated December 17, 1909, the Board granted Mr. Davy's application and disallowed a 3 cent rate on pulp which had been put in, and ordered the Niagara, St. Catharines & Toronto Railway Company to restore the joint rate of 2 cents which had previously been in effect. The former Order of the Board was No. 9031, and it was sent out by the Secretary of the Board on 27th December, 1909.

Through an error, the Michigan Central Railroad Company was not made a party to Mr. Davy's application, and on an appeal to the Supreme Court of Canada the Court declared that the Board had no jurisdiction to make the Order without notice to that Railroad Company.

The subsequent application from Mr. Davy, of which both the Railway Companies concerned received notice, was heard by the Board on December 13th last, in presence of counsel for all concerned.

The Niagara, St. Catharines & Toronto Railway Company submitted evidence to show that the rate of wages paid its employees had materially increased since the time when the 2 cent rate was in effect, and also that the cost of material used in the maintenance of its railway was considerably higher than formerly; but a complete statement showing the comparison of the cost of operating the railway during the periods before and since the increase of the rate was not given, nor were we given any information as to the volume of traffic, except that it had probably doubled. At the time of the 2 cent rate the road was being operated by steam and was a much shorter line than at present. Now it is operated by electricity, and it is fair to assume that its net earnings per mile are considerably greater than formerly.

It was urged very strongly on behalf of the Railway Company that as at the time the present proprietors took over the road and changed the motive power of operation from steam to electricity it was in a bankrupt condition—the increase in this pulp rate, along with increase of other rates, was necessary to put the road on a paying basis. In order to ascertain how the burden of operating the road on an improved financial basis was shared by the shippers of other commodities over the railway, I sent the following memorandum to the Chief Traffic Officer of the Board, and received from him the following reply:—

"Assistant Chief Commissioner:—The position taken by the Railway Company "in this matter is that, they were justified in raising the rate on wood pulp from "Thorold, Ontario, to Niagara Falls, N.Y., because the road was insolvent when the "2-cent rate was in effect, and that to maintain the road on a fair financial basis it "was necessary to raise the rate to 3 cents.

"Would you kindly look through the Railway Company's tariffs and let me know "whether its rates on other commodities were raised at the time the rate on wood "pulp was raised; and, if so, whether this raise from 2 cents to 3 cents is a fair "sample of the average raise made in the rates on other commodities.

"Chief Traffic Officer:—You will notice that on the 1st February, 1908, and "November 15, 1908, the former the date on which the 3-cent rate complained about "was put in force, the latter the date on which, after being put back to its original "basis, it was again advanced, although there was a more or less general re-alignment

"on each occasion, there were a number of reductions as well as advances, and that "many of the rates were not changed. It seems, on each occasion, to have been simply "a tariff revision with respect to wood pulp only, and as the rates on the Company's "other traffic were not touched, it can hardly be maintained that the re-alignment of "the pulp rates was undertaken to restore the Company's solvency.

"The statement shows that a year later, viz., November 15, 1909, there was a more "or less general advance in pulp rates. Here again, however, the wood pulp tariff "was the only one that seems to have been revised."

From this it appears that the contention of the Railway Company is incorrect, and that there was no such general increase of rates as was intimated.

The Michigan Central Railroad Company submitted that it was only now getting 1 cent as its share of the 3-cent rate for a 12-mile haul, and that its revenues should not be further reduced. However, this 12-mile haul is several miles longer than is necessary. The additional mileage being added on for the convenience of the Railway Company to haul the cars from its sorting yard where its trains are made up, instead of from the point of connection with the Niagara, St. Catharines and Toronto, nearer the bridge.

Mr. Davy's contention that pulp had gone down in value $5.00 per ton since last year was not disputed, nor was his statement at the first hearing that his shipments of pulp consisted of more than 50 per cent of water, and that on 2,000 pounds on which he paid freight he would only get paid for about 900 pounds of pulp.

Taking all these matters into consideration, I still am of the opinion that the railway companies have not justified the increase in the rate, and that the old rate should be re-established.

As a portion of the haul is under the jurisdiction of the Interstate Commerce Commission, it is expedient to have the matter of the whole rate considered in co-operation with that Commission.

Judgment, Chief Commissioner Mabee, April 3, 1911.

This case is only one of many that are continually arising in connection with traffic of an international character. The Board cannot, or rather in view of the shape this case took in the Supreme Court, should not make any Order. A portion of the rate complained of is that of a foreign railway, earned in a foreign country, and I do not approve of the contention that the Board can assert jurisdiction because the Michigan Central Railroad, operating in Canada, is subject to its jurisdiction. The toll earned, or charged by that Company for the service rendered in the United States, is subject to sole control of the Interstate Commerce Commission.

My brother Commissioners think the applicant is entitled to redress, but as the matter stands the Board cannot grant relief. The applicant has, however, I think, another course open to him. He may bring complaint before the Interstate Commerce Commission, and if that tribunal, upon investigation, is of opinion that an Order should be made reducing the toll for the service in the State of New York, there is no reason that I know of why Orders cannot be made by that and this Commission putting into effect the rate that the two Commissions regard as the proper one.

If the applicant does not adopt the above course, there is no alternative but to dismiss the complaint.

The Assistant Chief Commissioner and Mr. Commissioner McLean agreed to the Chief Commissioner's disposition of the case.

Complaint of the Dominion Millers' Association against rates on flour to Maritime Provinces from points governed by G.T.R. tariff C.R.C.E. 2285 and C.P.R. Tariff C.R.C.E. 2040.

Judgment, Mr. Commissioner McLean, June 26, 1911.

The tariffs in question, which are the special and competitive joint freight tariffs on grain and grain products, in carloads, to points in the Maritime Provinces, were

issued to be effective May 1, 1911. Before the effective date, and on complaint of the Dominion Millers' Association that these tariffs increased existing rates, the date for going into force was postponed, in order that after the hearing which took place in Toronto on April 25th, the Board might have an opportunity of examining into the details of the tariffs.

As has been indicated, the complaint of Mr. Watts, the Secretary of the Dominion Millers' Association, who represented that Association at the hearing, was, in brief, one regarding the increase of existing rates. Mr. Watts, at the hearing, also stated that Fort William and not Chicago should be the key to the situation in connection with these tariffs. The effect of the Chicago rate situation in this regard is considered later. As to this phase of the complaint, however, I think that the attention of the Board should be limited to the question of the increases in rates. If a different basing system for the tariffs in question is to be made use of, this must be developed as a separate matter.

At the hearing, the railways stated that in the tariffs in question were included three kinds of rates which might be denominated as—

(*a*) Special joint rates or "normal" rates.

(*b*) Competitive joint rates.

(*c*) Competitive joint "furtherance" rates.

By classification, grain and grain products in carloads have an 8th Class rating. The C.P.R. has a class tariff to New Brunswick points on its system; the C.P.R. and G.T.R. have also joint class tariffs to points on the Intercolonial and its connections. The so-called "normal" rates are lower than these, and they cover the bulk of the rail points in the Maritime Provinces, either direct or by addition of arbitraries of connecting railways.

The present basis of the "normal" rates developes from the arrangement arrived at between the railways and the Dominion Millers' Association somewhere about the beginning of 1905, the exact date being uncertain. It had been alleged that no equitable relation existed between the rates of the millers in the Canadian Northwest and those of the millers in Ontario; and that both of these were in strong competition in grain products in the Maritime Provinces. It was, therefore, decided that in the shipments east of Montreal on grain products from Ontario points, the same arbitraries should be applied from Montreal as are applied by the Canadian Pacific in arriving at through rates from Fort William. Considering that Toronto was entitled to a differential of 5 cents below Fort William, a basing rate of 10 cents was established from Toronto to Montreal; certain other points were included in the Toronto group, and west of these arbitraries were added. To points east of Montreal, arbitraries were also added. It will thus be seen that in effect the "normal" rates are based on Fort William.

From the consideration of the circumstances attaching to the development of this arrangement, as well as from the specific terms of the agreement which recites *inter alia*. "Whereas heretofore there has been no equitable relation between the rates, those from Ontario being based on one set of arbitraries over Montreal, while those of the Northwest have been on an entirely different basis," it appears that this matter was concerned entirely with the basis of the so-called "normal" rates. The bases of the competitive joint rates and of the "furtherance" rates are to be found in an entirely different set of facts and conditions.

The more important "normal" rates have been checked by the Board's Chief Traffic Officer, and he finds that these are in accordance with the agreement which has been set out. The increases which have taken place fall within the groups which have been spoken of as competitive joint rates and "furtherance" rates, and it was frankly stated by the railways in the course of the hearing that the increases were due to lessened competition. In the case of the competitive joint rates, the competitive situation on which these are based is mainly that through the port of Boston. It is

a combination of the Boston route and the New York rate, the latter rate applying to Boston; that is to say, the New York rate plus the vessel rate, port charges and marine insurance make up a rail and water rate by Boston to such places as St. John, Halifax, Moncton, Amherst, Mulgrave, and Sydney for local delivery. The all-rail Canadian route from Ontario can exceed this combination only in so far as it gives additional advantages, such as greater despatch, &c. The rail haul from Windsor, Ontario, to Boston is 731 miles, while to St. John it is 1,048 miles. To Halifax, the distance via Grand Trunk and Intercolonial is 1,391 miles, while via the C.P.R. and I.C.R. it is 1,324 miles.

The competitive factors above outlined have been decreasing in power. In the new tariff, the competitive situation affects the rate to the Sydneys. It is also effective so far as St. John is concerned, this being due to the short line mileage of the C.P.R. In general, it may be said that the decreased efficiency of the competitive factors has lessened the number of competitive joint rates. As to various points formerly covered by competitive joint rates, it is the "normal" basis which now applies. The "furtherance" rates apply to tide water ports on traffic going beyond to the outports by vessel, or to Prince Edward Island points. These rates are really proportions. The "furtherance" rates, so far as the rail haul is concerned are based on New York, or, more exactly, on the Chicago-New York rate. The Board, in its order No. 586, of July 25th, 1905, dealing with the complaint of the Dominion Millers' Association *et al re* rates on flour and other grain products for export, recognized the Chicago-New York basis, and fixed certain groups in the territory west of Kingston and Sharbot Lake to Windsor on certain percentage relationships to the Chicago-New York rate, these maximum percentages varying from 70 per cent to 90 per cent. While this order was concerned with export rates, the traffic moving under "furtherance" rates presents an analogous condition. In so far as it has to be transhipped at St. John, Halifax, or other ports to ocean vessels, it is subjected to transportation conditions similar to the export traffic moving to European ports. Further it must be recognized that this "furtherance" traffic will move from Ontario points through Canadian channels only when the Chicago-New York rate is taken as a maximum. For example, under the grouping provided under the order, Chatham is a 78 per cent point and will therefore take the Detroit rate as a maximum. Further consideration of this order shows the different proportionate percentages fixed in different parts of Ontario, and attracts attention to the controlling effect throughout western Ontario of the Chicago-New York rate.

The Board's Chief Traffic Officer advises that these "furtherance" rates in the new tariffs are uniformly based.

At the close of the hearing in Toronto, Mr. Watts took the position that the rearrangement of rates which had been made in the tariffs in question was discriminatory and contrary to the agreement reached in 1905. As the situation presents itself to me, the agreement reached in 1905 has no necessary relation to the competitive joint and "furtherance" rates, except in so far as it fixes a maximum. The competitive joint rates have been controlled by rail and water competition, which is of decreasing importance. The "furtherance" rates are also controlled by competitive conditions. Both as to the competitive joint rates and as to the "furtherance" rates, the competitive conditions in so far as they are effective, are effective over lines of rail and water communications which are not subject to the control of the Board. It has been so often recognized that rail carriers may meet the efficient competition of water carriers without at the same time necessitating a readjustment of rates at points where such competition is not in effect, that it is unnecessary to quote decisions of various regulative tribunals dealing with this matter. It is sufficient to say that this has been recognized by the Board, as well as by the Interstate Commerce Commission and other regulative tribunals. In Canada, the competition of a boat line which is not owned, chartered, used, maintained or worked by a railway subject to the jurisdic-

tion of the Board, is exempt from the Board's control. It is recognized that on such a state of facts it is in the discretion of the railway to what, if any, extent it shall recognize this competition; and if competition forces the rates of a railway below its normal basis, it follows that when the competition is less effective the railway may bring its rates up more closely to its normal basis. What applies to a hypothetical competition, such as has been outlined existing in Canada, applies with equal, if not greater, force to a competition effective through a foreign country and on the high seas.

I am, therefore, of opinion that it is within the discretion of the railways to vary their competitive joint rates or their competitive joint "furtherance" rates within the limits fixed by the "normal" rates, subject, of course, to their meeting any attack made on any of the rates so changed on the ground that they are discriminatory. It, therefore, follows that the application to have these tariffs disallowed must fail, and the application must be dismissed.

Chief Commissioner Mabee, Assistant Chief Commissioner Scott and Mr. Commissioner Mills concurred.

The Canadian Oil Co., Ltd., v. the Grand Trunk Railway Co., and the Canadian Oil Co., Ltd. v. the Canadian Pacific Railway Co.

The Canadian Oil Companies, Limited, complained that the G. T. and C. P. R. Companies unjustly discriminated against them upon shipments of petroleum and its products from certain Ohio and Pennsylvania points to Toronto and other Canadian points, by refusing to carry these products in carloads at fifth-class rates, in accordance with the Official Classification; that the respondent companies overcharged the applicant for the carriage of the said commodities, and applied for an Order prescribing proper tolls.

Judgment, Chief Commissioner Mabee, June 26, 1911.

These cases covered largely the same ground, were argued together, and may be so disposed of. The complainants allege that the respondents have unjustly discriminated against them upon shipments of petroleum and its products from certain Ohio and Pennsylvania points to Toronto and other Canadian points, by refusing to carry petroleum and its products at fifth-class rates, in accordance with the Official Classification, that the railway companies have overcharged the applicants for the carriage of said commodities, and ask for an Order prescribing proper tolls.

These complaints were filed with the Board on August 9, 1910, and August 13, 1910, respectively, but the hearings were adjourned from time to time at the request of the applicants.

Prior to Official Classification No. 29, which came into effect on January 1, 1907, there was no classification upon "petroleum and its products." That classification placed these commodities in fifth-class. The respondents did not desire them to take that rating, and the question involved here is whether they have successfully prevented fifth-class applying.

At the time the complaints were filed, and I understand, until January 1, 1911, the sum of the locals were charged the applicants upon all the traffic moved by them. Upon the last mentioned date, the respondents applied fifth-class to this traffic; and so at the date of the argument the question was not what the future rate should be, but what the past rates really were, upon the proper construction of the various tariffs, and the law applicable to them.

The following carefully prepared digest of the various tariffs was filed by the respondents. It was not questioned by the applicants, and although we have not had it verified, it may, I think, be taken as accurate:—

Lake Erie Western Tariffs.

1. Effective April 16, 1901. The Lake Erie & Western Railway Company filed a through Freight Tariff (M-123), naming Class Rates from all stations to Canadian basing points, and named therein the Canadian Pacific and the Grand Trunk Railway Companies as participating carriers. This tariff did not contain any rates on oil.

2. Effective September 9, 1906. The Lake Erie & Western Railway Company filed a Joint Freight Tariff No. 1663 (C.R.C. No. 4), containing exceptions to the Official Classification. In this tariff the Canadian Pacific and the Grand Trunk Railway Companies are named as participating carriers.

3. Effective January 14, 1907. The Lake Erie & Western Railway Company filed a supplement to Joint Freight Tariff No. 1663 (Supplement No. 7), which provided as follows:—

> "The provisions of Official Classification No. 29, effective January 1, 1907, so far as concerns the application of fifth-class rates on petroleum and its products in carloads, will not apply on shipments to points in the Dominion of Canada. To points in Canada rates will be the established rates to Canadian Gateways, namely, Buffalo, N.Y., Detroit and Port Huron, Mich., plus the rates established by the Canadian lines from such gateways to destination."

4. Effective December 1, 1909. The Lake Erie & Western Railway Company issued Freight Tariff No. 203-A, which named joint and proportional rates on classes and commodities to, *inter alia,* points in Canada. This tariff superceded L.E. & W. Tariff No. M-123, and contained a provision that the rates named therein are to be used in connection with Official Classification and exceptions thereto. This tariff provides on page 65 as follows:—

> "Exception to application to Canada. Rates provided on petroleum and its products will not apply to any points in Canada. To such points the established rates to Canadian Gateways, namely, Buffalo, N.Y., Detroit and Port Huron, Mich., will apply, plus the rates established by the Canadian lines from such gateways to destination."

5. Effective June 15, 1910. The Lake Erie & Western Railway Company issued Supplement No. 11 to Freight Tariff No. 203-A, containing a similar provision to that quoted in the preceding paragraph.

6. Effective January 1, 1910. The Lake Erie & Western Railway Company issued Freight Tariff No. 2151-B, naming exceptions to Official Classification which superceded Joint Freight Tariff No. 1663. This tariff contains on page 39, the provision that the sum of the locals to and from the Canadian Gateway will apply on petroleum and its products. The Tariffs 203-A and 2151-B remained in effect until January 1, 1911.

Pennsylvania Tariffs.

1. Effective February 8. The Pennsylvania Company issued a Joint Freight Tariff, being Supplement No. 31 to I.C.C.G. F.O. 32, naming the Canadian Pacific and Grand Trunk Companies as concurring carriers, which provides on page 3 that the fifth-class rates provided in the Official Classification on petroleum and its products in carloads, will not apply to points in Canada, rates to points in Canada being made by the use of local rates to and from points of connection with Canadian roads. This provision is carried in all the supplements subsequently issued down to Supplement 45, which became effective on January 22, 1908. Supplement 45 remained in effect until superseded by tariff mentioned in the next clause.

2. Effective March 12, 1910. The Pennsylvania Company issued Joint Freight Tariff (I.C.C. No. F-231) in connection with various carriers, including the Grand Trunk and Canadian Pacific Railway Companies, which provides that the rates therein shall be governed, except as otherwise provided, by the Official Classification and exceptions to that Classification contained in Pennsylvania Tariff (I.C.C. F-221).

3. A reference to I.C.C. F-221, which also names the Grand Trunk and the Canadian Pacific Railway Companies as parties to it, shows at page 65 a clause to the effect that the rates on oil, petroleum, and petroleum products in carloads, will not apply to points in the Dominion of Canada.

Lake Shore and Michigan Southern Tariffs.

1. Effective June 23, 1900, the Lake Shore and Michigan Southern Railway Company issued a Joint Freight Tariff (I.C.C. No. A-955) on classes and lumber to points in Canada and New England. In this tariff the Grand Trunk and Canadian Pacific Railway Companies are named as participating carriers.

2. This tariff was cancelled so far as shipments to points on the Canadian Pacific were concerned, by amendment No. 4, to the Joint Freight Tariff A-955, effective August 5, 1902, on which date a special Joint Freight Tariff (I.C.C. No. A-1143), was issued, naming class rates to points on the Canadian Pacific and its connections. This tariff contains, under the head of "Important Notices" on first page, the following:—

"The rates shown in this tariff will not apply on petroleum and its products, these commodities being subject to the local rates up to the frontier."

3. Effective, July 16, 1906, the Lake Shore and Michigan Southern Railway Company, issued a Joint Freight Tariff (I.C.C. No. A-1752), which is only important as containing an exception in the case of rates on oil (then 4th class). Page 12 of this tariff contains a note to the effect that oil rates do not apply to points in Canada.

4. Effective, January 1, 1907, the Lake Shore and Michigan Southern Railway Company issued a Joint Freight Tariff of exception to Official Classification which contains a clause to the following effect:—

"Petroleum and its products. The provision of Official Classification No. 29, so far as concerns the application of 5th class rates on petroleum and its products, will not apply to Canadian points."

5. Effective August 1, 1907, the Lake Shore and Michigan Southern Railway Company issued Freight Tariff (I.C.C. No. A-2100), of exception to Official Classification, superseding I.C.C. A-1752, which contains on page 21 the same provision as is quoted in the next preceding clause.

6. Effective November 27, 1907, the Lake Shore and Michigan Southern Railway Company issued Joint and Local Freight Tariff (I.C.C. No. A-2162) of exception to Official Classification, superseding I.C.C. No. A-2100, which contains the same provision as is referred to above.

7. Effective April 15, 1908, the Lake Shore and Michigan Southern Railway Company issued Joint and Local Freight Tariff (I.C.C. No. A-2222), of exception to Official Classification, superseding No. A-2162, containing the same provision.

8. Effective December 5, 1908, the Lake Shore and Michigan Southern Railway Company issued Joint Local and Proportional Freight Tariff (I.C.C. No. A-2366), of exception to Official Classification, superseding No. A-2222, containing the same provision.

9. Effective May 15, 1909, the Lake Shore and Michigan Southern Railway Company issued a Joint Local and Proportional Freight Tariff (I.C.C. No. A-2407), of exception to Official Classification superseding I.C.C. No. A-2366, containing the same provision.

10. Effective October 1, 1909, the Lake Shore and Michigan Southern Railway Company issued Tariff of exceptions to Official Classification (I.C.C. No. A-2467), superseding I.C.C. No. A-2407, containing the same provision.

11. Effective February 1, 1910, the Lake Shore and Michigan Southern Railway Company issued a Joint Freight Tariff (A-2500) which superseded Tariff A-1143, and provides that the rates therein are governed, except as otherwise provided, by the Official Classification, and by exceptions thereto, being A-2467.

12. Effective April 1, 1910, the Lake Shore and Michigan Southern Railway Company issued Tariff, being exception to Official Classification (No. A-2515), cancelling No. 2467, and containing the same provision as to non-applicability of 5th-class rates on shipments of petroleum and its products to points in Canada. This tariff remained in effect until January 1, 1911.

Dunkirk, Allegheny Valley and Pittsburgh Tariffs.

1. Effective 13th October, 1903, the Dunkirk, Allegheny Valley and Pittsburg Railroad filed a Joint Freight Tariff, I.C.C. No. 404 (C.R.C. No. 4), naming class rates from all stations to Canadian basing points named therein, located on the Canadian Pacific Railway and connections, subject to the Official Classification and exceptions thereto as shown on I.C.C. No. 402, or subsequent issues. The Canadian Pacific Railway was a participating carrier in this tariff, but the Grand Trunk Railway was not. This tariff contained a clause under the head of Important Notices, on page 2, reading:—

'The rates shown in this tariff will not apply on petroleum and its products. These commodities being subject to local rates up to the frontiers.'

2. Effective July 16, 1906, the Dunkirk Road filed Joint Tariff I.C.C. No. 462 (C.R.C. No. 15), exceptions to the Official Classification. The Canadian Pacific and Grand Trunk Railways are named as participating carriers. Effective January 1, 1907, the Dunkirk Road filed Amendment No. 16 to Tariff I.C.C. 462 (C.R.C. No. 15), exceptions to Official Classification on page 3 of which is the following clause:—

"Petroleum and its products. The provisions of Official Classification No. 29, so far as concerns the application of fifth-class rates on petroleum and its products will not apply to Canadian points." (Effective January 1, 1907.)

3. Effective August 21, 1906, the Dunkirk Road filed Joint Freight Tariff I.C.C. No. 471 (C.R.C. No. 18) naming class rates from stations on its line to points on the Grand Trunk Railway and connections, and subject to Official Classification and exceptions thereto, as shown in I.C.C. No. 462, or subsequent issues. On page 2, under head of Important Notices, this tariff contains the following clause:—

"Rates shown in this tariff will not apply on petroleum and its products. These commodities being subject to local rates up to the frontier.'

The Canadian Pacific Railway was not a party to this tariff.

4. Effective August 1, 1907, the Dunkirk Road filed Tariff I.C.C. No. 554 (C.R.C. No. 50), which concelled I.C.C. No. 462 (C.R.C. No. 15), exceptions to official classification, on page 21 of which is exactly the same clause as in supplement to the previous tariff C.R.C. No. 15, referred to above. The Canadian Pacific and Grand Trunk Railways are both shown as participating carriers.

5. Effective November 25, 1907, the Dunkirk Road issued Joint and Local Tariff I.C.C. No. 571 (C.R.C. No. 53) which superseded I.C.C. No. 554 (C.R.C. No. 50), last mentioned and on page 31 of which is carried exactly the same clause as regards petroleum and its products as in the previous tariff mentioned above. The Canadian Pacific and Grand Trunk Railways are both shown as participating carriers.

6. Effective April 15, 1908, the Dunkirk Road filed Joint and Local Freight Tariff I.C.C. No. 598 (C.R.C. No. 57), which superseded No. I.C.C. 571 (C.R.C. No. 53) last mentioned, and contains a clause on page 37 reading as follows:—

"Petroleum and its products. The provisions in the Official Classification so far as concerns petroleum and its products as enumerated below, carloads and less, will not apply to Canadian points." (List of petroleum products then follows).

The Canadian Pacific and Grand Trunk Railways are both shown as participating carriers.

7. Effective December 5, 1908, the Dunkirk Road filed Tariff I.C.C. No. 641 (C.R.C. No. 68), exceptions to Official Classification, which superseded I.C.C. No. 598 (C.R.C. No. 67) last mentioned. This tariff carries on page 44 exactly the same clause as in the last named tariff, the Canadian Pacific and Grand Trunk Railways are both shown as participating carriers.

8. Effective March 15, 1909, the Dunkirk Road issued Amendment No. 22 to I.C.C. No. 404 (C.R.C. No. 4), cancelling rates shown in Tariff C.R.C. No. 4 to points on Canadian Pacific and connections.

9. Effective March 20, 1909, the Dunkirk Road filed Joint Freight Tariff I.C.C. No. 647 (C.R.C. No. 70), naming class rates from stations on that road to points on the Canadian Pacific Railway and connections, as shown in Canadian Pacific through eastbound waybilling instructions No. 7 (C.R.C. No. E-1337). This clause bears a clause on the title page reading:—

"Governed by the Official Classification I.C.C. O.C. No. 35, issued by D. O. Ives, Agent (C.R.C. No. 69) and exceptions thereto, I.C.C. No. 641 (C.R.C. No. 68) and supplements thereto or re-issues thereof, except as otherwise provided for herein."

On page 2, under head of General Rules, this tariff also contains a clause reading:—

"The rates shown in this tariff will not apply on petroleum and its products. These commodities being subject to local rates to and from Buffalo, N.Y."

10. Effective May 15, 1909, the Dunkirk Road filed Tariff I.C.C. No. 653 (C.R.C. No. 71), exceptions to Official Cassification, which superseded I.C.C. No. 641 (C.R.R. No. 68), already mentioned. This tariff carries on page 52 the following clause:—

"Petroleum and its products. The provisions of the Official Classification so far as concerns petroleum and its products as enumerated below, carloads and less, will not apply to Canadian points."

(A list of petroleum products then follows):

The Canadian Pacific and Grand Trunk are both shown as participating carriers in this tariff.

11. Effective May 19, 1909. The Dunkirk Road filed Joint Freight Tariff I.C.C. No. 654 (C.R.C. No. 72), which cancelled I.C.C. No. 647 (C.R.C. No. 70), and naming class rates from stations on its lines to points on the Canadian Pacific Railway and connections, as shown in Canadian Pacific Through Eastbound Waybilling Instructions No. 7 (C.R.C. No. E-1337). This tariff contained a similar clause on the title page to that shown in the previous one, and on page 3, under head of General Application, carried the following clause:—

"The rates shown in this tariff will not apply on petroleum and its products as named in Official Classification, as defined on title page, under heading "Petroleum and Petroleum Products." These commodities being subject to local rates to and from Buffalo and Black Rock."

The Grand Trunk is not a participating carrier.

12. Effective June 23, 1909. The Dunkirk Road filed Joint Freight Tariff I.C.C. No. 661 (C.R.C. No. 75), which cancelled I.C.C. No. 654 (C.R.C. No. 72), naming class rates to points on the Canadian Pacific Railway and connections, and carried on title page and on page 3, exactly the same clause as referred to in former tariff.

13. Effective October 1, 1909. The Dunkirk Road filed Tariff I. C. C. No. 671 (C.R.C. No. 78), exceptions to Official Classification, which cancelled I.C.C. No. 653

(C.R.C. No. 71). On page 52, this tariff carried a note exactly the same in regard to petroleum and its products as in tariff it superseded as already cited. The Canadian Pacific and Grand Trunk Railways are both shown as participating carriers.

14. Effective February 1, 1910. The Dunkirk Road filed a Joint Freight Tariff I.C.C. No. 661 (C.R.C. No. 75), referred to above, to points on the Canadian Pacific Railway and connections, and I.C.C. No. 471 (C.R.C. No. 18), also referred to above, to points on the Grand Trunk Railway and connections, shows both the Canadian Pacific Railway and the Grand Trunk Railway (East) as participating carriers. This tariff contains a note on the title page providing that it is governed, except as otherwise provided therein, by the Official Classification, issued by F. S. Holbrook, Agent, I.C.C., O.C. No. 35 (C.R.C., O.C. No. 35), supplements thereto and re-issues thereof, and by exceptions to said Classification, Dunkirk, Allegheny Valley & Pittsburg, I.C.C. No. 671 (C.R.C. No. 78), supplements thereto or re-issues thereof. This tariff is still in effect.

15. Effective April 1, 1910. The Dunkirk Road filed tariff I.C.C. No. 681 (C.R.C. No. 81), exceptions to Official Classification which cancelled I.C.C. No. 671 (C.R.C. No. 78). On page 50 this tariff carries the following clause:—

> "Oil, petroleum, and pretroleum products to Canadian points, namely: the provisions of the Official Classification as far as concerns oil, petroleum, and petroleum products, as specified and described under heading "oil, petroleum, and petroleum products, carloads,' will not apply on carloads and less carload shipments on said traffic to points in the Dominion of Canada."

The Canadian Pacific and Grand Trunk Railways are both shown as participating carriers.

16. Effective January 1, 1911. The Dunkirk Road filed Supplement 15, to tariff I.C.C. No. 681 (C.R.C. No. 81), last mentioned, exceptions to Official Classification, on page 4, on which is the following note:—

> "Cancelled 169. Hereafter the provisions of Official Classification will apply on oil, petroleum, and petroleum products to Canadian points."

This notation is carried forward in supplement 19, which is still in effect.

The respondents were parties to all above tariffs. The Grand Trunk Railway Company filed certain "exceptions." These, and the effect thereof, were dealt with fully in what is known as the "Stoy Case" (See British American Oil Co. *vs.* Grand Trunk Railway Co. 9 Can. Ry. Cas. 178, 43 S.C. R. 311), and the latter Company did not advance, in these cases, any question touching these "exceptions," that issue being found against it in the above case. The Canadian Pacific Railway Company had not filed exceptions.

I suppose what the parties were trying to accomplish was that either the Canadian carriers should be protected against the lower oil rates that prevailed in the United States, under the Official Classification, or that the Canadian refiners should be, protected against the importation of crude oil from United States. If the latter was the object, it was entirely illegal. Railway companies are entitled to enjoy fair and remunerative rates, but they have no right to attempt any rate adjustment, out of line with reasonable tolls, with the view of protecting or assisting any one industry, or one section of the public. However, apart from the object in view, let us consider whether the desired result was accomplished.

The traffic in question fell within section 336, so the law required that this commodity should be covered by a "joint tariff" for the "continuous route" from the point of origin to its destination in Canada. What is "joint tariff"? The carriers were apparently endeavouring to provide, and did provide by these tariffs, through routes to Canadian points. I presume they were also endeavouring to comply with the above section and make "joint tariffs"; and at the same time carry out the wishes of the Canadian roads; that is, leaving to the latter the right to fix their own tolls from Canadian gateways to points of destination, without reference to the United

States connecting lines. Take, as an illustration, the provision in the Lake Erie and Western Supplement No. 7 to Joint Freight Tariff No. 1663, effective January 14, 1907:—

"The provisions of Official Classification No. 39, effective January 1, 1907, so far as concerns the application of 5th Class Rates to petroleum and its products in carloads, will not apply on shipments to points in the Dominion of Canada. To points in Canada rates will be the established rates to Canadian gateways, namely, Buffalo, N.Y., Detroit and Port Huron, Mich., plus the rates established by the Canadian lines from such gateways to destination." It is argued that this is a "joint tariff" for the "continuous route" from points of origin upon the lines of the Lake Erie and Western to points upon the lines of Canadian roads, parties to that tariff. If the Lake Erie and Western had embodied the sum of the locals, viz., its own local of, say, eight cents to the Canadian gateway and the local of the Canadian carrier of, say, twelve cents to destination, making a through rate of twenty cents for the continuous route, this would have constituted a joint tariff and could, so far as the rate or toll is concerned, have been made without any agreement whatever by the Canadian roads; and had they been dissatisfied, they would have had their relief as pointed out in the Stoy case.

Where the initial carrier desires to file a joint tariff for a continuous route over the lines of several roads, I do not know of anything, under our statute, to prevent that carrier adding together all the locals, and establishing that as the through rate for such continuous route. Of course, in practice, I presume all these matters are the subject of mutual discussion and agreement. Section 338 provides that, when once a joint tariff goes into effect, the tolls provided for therein are the only ones to be charged until that tariff is superseded or disallowed by the Board. How "superseded?" In what way could the Canadian Company "supersede" a joint tariff filed by the initial American carrier? The redress of the Canadian road is to apply to have the tariff disallowed. The American carrier may supersede its tariff by filing another, or by supplement; but I do not see how the Canadian carrier can do otherwise than comply with it until disallowed, or superseded by the party filing it.

Now we suppose the object of the clause in the above Lake Erie and Western tariff is to leave the connecting Canadian carrier free to establish, from time to time, any rate it chooses from the Canadian gateway to destination, without consultation with the carrier filing the tariff. In the same manner the initial carrier might without reference to the Canadian road, change its toll to the gateway by filing supplements, and thus upon the respondent's contention we would have a "joint tariff subject to change at any moment by any connecting carrier without notice to the other."

It does not seem that this would be in the interest of either the participating carriers or the shipping public. It was said in argument that a tariff of the sort was an agreement between the roads that each should have its own local; but that would be the case in the absence of both a joint tariff and an agreement.

It seems clear that a joint rate is something more than the combination of two or more variable locals. Of course, a through rate may be the sum of several locals, but it does not follow that the sum of the locals would be the sort of joint or through rate required under a "joint tariff" as provided for by the act. The Interstate Commerce Commission has held that a joint rate is "simply a through rate, every part of which has been made by express agreement between the carriers making the through route." If the definition is taken, it defeats the argument of the respondents. Of course, there the term was being defined with reference to the Act Respecting Commerce. Here the Supreme Court has affirmed this Board in the holding that the term as used in section 336 does not necessarily imply that any agreement has been made. The classification effective January 1, 1907, putting these commodities in 5th Class, gave the applicants the right to that rate after that date, unless it was shown that there was an effective tariff taking this commodity out of the Classification, and

applying a legal through rate under a joint tariff. The initial foreign carrier was under the statutory obligation of filing a joint tariff covering this international traffic. It endeavoured to comply with that requirement. If it had failed, then the shipments in question were entitled to the 5th Class rating under the Official Classification.

We do not think the above clause, extracted from the Lake Erie and Western tariff, can be read as a "joint tariff" for the "continuous route." Instead thereof, it is simply a declaration that one rate made by one carrier shall apply to a part of the route, and another rate, made by another carrier, shall apply to another part of the route, each of these rates variable at the will of either carrier without the knowledge of the other. I am unable to understand how the term "joint" can be applied to this situation. The Act seems to contemplate that these joint tariffs would probably provide for one rate, as provision is made by sub-section 2 of section 338, for ascertaining how the division is made between the participating carriers. Sub-section 3 of section 334 provides for the same thing as between Canadian carriers.

It will be borne in mind that the tariffs under consideration are, when examined in detail, in some features "joint"—traffic originating in the United States passing through Canada and destined to the United States, these respondents carry under these tariffs at a joint rate; but they have insisted, as to traffic destined for Canada, that the rate shall not be joint, but that the local toll from the gateway to destination shall apply to their part of the route.

What has been said about the Lake Erie and Western tariff applies to them all. The same attempt seems to have been made although the phraseology differs in the different tariffs. Some of the tariffs simply state that the rates shown will not apply to points in Canada, and do not seem to provide for any other rate.

We were told by Mr. Beatty, representing the Canadian Pacific Railway Company, that he thought the question for us to consider was simply whether, in view of sections 323 and 338 of the Railway Act, the methods adopted by the carriers were legally effective. He admitted that there was no tariff that provided for any through rate, and that, the provision that the classification basis should not apply to points in Canada, was tantamount to declaring that there was no joint through rate.

Counsel was asked why, when the two locals were twelve and twenty cents, the tariffs did not state the through rate at thirty-two cents, instead of the sum of the locals. He stated that he did not know. If thiry-two cents were named as the rate, the division, of course, being twelve and twenty cents, the carriers would get the same tolls for the traffic that they get by naming the sum of the locals as the rate; but by taking the latter course each retains the power to change or vary this alleged joint tariff without consultation with the other; and still we are told, at the same time, the whole matter is one of agreement.

Mr. Biggar, for the Grand Trunk Railway Company, argued that, if the companies agreed among themselves that each should get its local, they must have gone further and agreed what the local should be. I do not know how this is, but if that is the fact, it seems to show the necessity for preventing one from changing its local without the consent of the other, which this form of tariff leaves it open for each or all to do.

It was not argued that the word "established" in the expression "the rates established by the Canadian lines from such gateways to destination," meant "established" at date of the filing of the tariff, and so not subject to variation by the Canadian carrier. On the contrary, it was contended that the rates were variable, as Mr. Biggar said that, if the Grand Trunk Railway Company raised its local, the through rate would automatically be raised; but he added that neither party could raise its rate without consulting the other. I do not know why it could not. Perhaps it would not; but if the contention advanced upon behalf of the companies prevailed, it seems to me that each could legally advance its local without reference to the other com-

pany, or what its local was. Of course if the Canadian carrier desired to get traffic any advance in its local would require careful consideration; but if its desire was to protect the Canadian refiner, it seems to me that it could do so without discussing the matter with the carrier that was supposed to be interested with it in the alleged joint tariff.

Official Classification No. 29 was used by respondents without any order or direction of the Board, as provided by sub-section 4 of section 321. It was therefore, binding upon them; and the provisions of that classification would apply upon petroleum and its products to points in Canada, unless they have taken some steps within the provisions of the statute, to prevent its application. We are compelled to conclude that they have not succeeded in so doing, and that petroleum and its products should have carried 5th class rating at the time the shipments in question moved.

Declaration accordingly.

Assistant Chief Commissioner Scott and Messrs. Commissioners Mills and McLean concurred.

The Railway Companies applied to the Board for leave to appeal to the Supreme Court of Canada on questions of law arising from the Order of the Board No. 14367, dated August 2, 1911, made in this application. The Board, after hearing, granted leave to appeal on the following questions of law:—

Did the Board place the proper legal construction on the documents referred to in the judgment of the Chief Commissioner in this matter.

Judgment, Assistant Commissioner Scott, November 1, 1911.

The only question of law which I see in this matter is practically the same as that which occurs in the C.P.R. Stoy Case which was disposed of by Order No. 14386 on the 16th May last. In that case, in a memorandum dated October 2, 1911, I suggested a question of law which the Railway Company might be permitted to bring before the Supreme Court of Canada. It may be said that whatever answer the Court gives to the question in that case would dispose of this case. Nevertheless, as the parties are not the same in both cases, and as the documents which the Railway Companies rely on in support of their contention are not the same in this as in the Stoy Case, I think that leave to appeal might be given in this case concurrently with the appeal in the other, and leave it to the Supreme Court to have the two cases argued together if it deems proper.

The appeals referred to in the Assistant Chief Commissioner's judgment were argued before the Supreme Court and dismissed with costs, on the 4th June, 1912.

British American Oil Company v. The Canadian Pacific Railway Company

Judgment, Chief Commissioner Mabee, June 28, 1911:

This complaint was filed with the Board on February 14, 1911, and an Order is asked, declaring: that the respondent has unjustly discriminated against crude oil shipments from Stoy, Illinois, to Toronto, by refusing to carry such shipments at the rate of twenty cents, in accordance with the published tariff and the Official Classification; that the Railway Company has over charged the applicants; that the legal rate was twenty cents; and that the Order No. 7093, made upon the complaint of these applicants against the Grand Trunk Railway Company is equally binding upon the respondent.

On May 19, 1909, judgment was given in the Stoy Case (British American Oil Co. vs. Grand Trunk Railway Co., 9 Can. Ry. Cas. 178), affirmed by the Supreme Court on May 3, 1910 (43 S.C.R. 311).

These dates are material, because it will be observed that this application was not formerly filed until long after the final disposition of the Stoy Case; and granting the Order asked would have the effect of making the Railway Company liable to make large refunds covering the years 1907-1910, long after all these transactions were closed. I do not know why the Canadian Pacific Railway Company was not a party to the Stoy Case. I got the impression that it was understood that it would be

bound by the disposition of that case, and the complainants delayed filing their formal complaints upon that understanding. The grievance over the rates themselves has been adjusted, and a twenty cent rate has been in effect since January 1, 1911. Certain letters filed show that the claim was advanced long before the expiry of the old rates, and it is apparent that the matter was allowed to stand expecting that an adjustment would be made, and the applicants should not be prejudiced by their delay; indeed, the Railway Company did not urge that it should obtain any advantage by reason of the delay.

The real point to the controversy is whether the respondents have been able to distinguish this from the Stoy Case. They are in some respects in a different position; whether sufficiently so to change the result is the point for consideration. In the Stoy case the initial carrier filed the tariff that caused the trouble, making its effective date subsequent to January 1, 1907, when Official Classification No. 29 came into effect, placing petroleum and its products in the fifth class; and the twenty cent rate from Stoy to Toronto provided for in that tariff was sought to be avoided by the "exception" filed by the Grand Trunk Railway Company.

The present case presents somewhat different considerations. The respondent's answer alleges that the Indianapolis Southern published a fifth-class rate from Stoy to Toronto, effective January 20, 1907. This tariff named the respondents as a party, and contains no statement as to any non-application of this fifth-class rate of twenty cents to points in Canada.

The Indianapolis Southern filed a Supplement, effective October 18, 1907, containing the following provision:—

"Non-application of rates on petroleum and its products to Canadian points."

"Rates named in above described tariffs will not apply on petroleum and its products to points in Canada. Rates to Canadian points will be on a basis of lowest combination to and from Canadian Gateways."

A further supplement was filed, effective May 14, 1908, containing the following:

"The rates named herein will not apply on petroleum and its products. No through rates in effect."

This last tariff is still in effect, but the non-application of through rates to points in Canada was withdrawn by Supplement effective January 1, 1911; so that, since that date, these commodities have been taking the 5th Class rate from Stoy to Toronto and other Canadian points.

Of course, the tariff firstly above mentioned, namely, the one effective on Jan. 20, 1907, must be read together with Official Classification No. 29, which came into effect on January 1, 1907; and so reading, petroleum and its products certainly, by this tariff, took fifth class rating, at least between January 20, 1907, and October 18, 1907. No statement was filed showing the dates of shipment; but it would seem clear that the only legal toll chargeable between the above dates was the 5th class, viz., twenty cents, Stoy to Toronto.

What was the effect of the attempt by the Indianapolis Southern to destroy this joint through twenty cent rate by its Supplement of October 18, 1907, and the allegation therein that rates to Canadian points would be on the basis of lowest combination to and from Canadian Gateways, and the further statement of May 14, 1908, "no through rates in effect?"

In the "Stoy Case" in connection with the Grand Trunk Railway Company, the Indianapolis Southern filed, effective December 9, 1907, a tariff which stated that the rates on petroleum and its products would not apply to points in Canada. Prior to that date there had been on foot, between the Indianapolis Southern and the Grand Trunk Railway Company, a joint tariff fixing the twenty cent fifth-class rate as the joint toll from Stoy over the lines of the Indianapolis Southern and Grand Trunk Railway Company to Toronto. This tariff has been filed by the inital American carrier, pursuant to section 336, of the Railway Act. The Grand Trunk Railway

Company, prevailed upon the initial carrier to destroy, if it could, this joint through rate: and the tariff of December 9, 1907, was the result. As to the effect of this, the Board held that "the filing of the last mentioned tariff had not the effect supposed. It should have no such effect without reading section 338 out of the Act; for by it, upon a joint tariff being filed with the Board, the only tolls that can be charged are those specified therein, until such tariff is superseded or disallowed by the Board. Superseded means "supplanted" or "replaced"; therefore, once a joint tariff is filed, unless it is disallowed, it remains in force until replaced by another joint tariff, and it is not open to the carrier filing it to destroy its effect by filing a supplement alleging that the sum of the local shall be substituted for the joint through rate."

The respondent takes exception to this finding and alleges that it was not questioned by the Grand Trunk Railway Company upon its appeal to the Supreme Court in the Stoy case.

We do not see how a tariff, changeable, as to tolls, at the will of either, without reference to the other, can be said to be a "joint tariff." This must mean a tariff that all participating carriers are interested in jointly: not interested jointly in part only, but in the entire tariff, including not only the through or continuous route, but also the through rate or toll. In the case in hand the attempt is not to destroy the entire joint tariff; the continuous route, through billing, accounting, &c., are preserved, but the partnership is attempted to be, in part, dissolved, by saying all our other arrangements regarding the carriage of this traffic shall remain, but hereafter each carrier shall fix its own local, and the through rate shall be the sum, or combination of those locals that may be in effect when and as shipments move.

It seems to us that this is just what section 338 was designed to prevent, and that is particularly so with reference to traffic falling under section 336, where Parliament has said such a tariff shall be filed, but has no means of compelling the foreign carrier to comply with its direction. That carrier complying, it seems reasonable to say, unless the Board disallows that joint tariff, those shall be the tolls to be charged until you file another joint tariff shewing other or different tolls; when, unless disallowed, those latter shall be the only lawful tolls until again superseded by another joint tariff.

If this is the correct view, then the supplement of the Indianapolis Southern, effective October 18, 1907, had not the effect of destroying the joint tariff, with its through joint twenty cent rate that was on foot on and subsequent to January 30, 1907; and if this supplement could not have that effect the one of May 14, 1908, must be still more impotent, as it purported to take out even the combination of variable locals, and alleged "no through rates in effect."

The respondent, in its answer, sets up the following:—

"3. That the only claim filed by the Applicants against the respondent company in consequence of the judgment delivered by the Board in the matter of the complaint against the Grand Trunk Railway Company, was a claim that the respondents should refund the difference between the twenty cent rate and the rate actually charged for the through haul from Stoy to Toronto.

"4. That the said Tariffs and Supplements thereto were legal and proper tariffs under the Interstate Commerce Act, and that the rates imposed under such tariffs were the only rates which could be collected under such Act by the Respondent Company and its American connections on shipments of oil from Stoy to Toronto, during such time as the said tariffs were in effect.

"5. That the United States carriers, parties to the said tariffs, have refused to join in any refunds to the applicants, contending that such refunds on their part, would be illegal.

"6. That, in any event, the Board is without jurisdiction to compel them to assume payment of any portion of said rates so charged for on behalf of the American carriers.

"7. That no order has been issued against the respondent company in respect of the rates on oil from Stoy to Toronto, and that it is, therefore, not in default because it did not give effect to a judgment rendered against the Grand Trunk Railway Company, and refused to pay the claims which were improper and illegal, as against the respondent company."

As before stated, when the complaint was filed, the rate that we find to have been the legal one during all the shipments had been in effect for six weeks. The applicants, therefore, ask only that a declaration be made as to what the legal rate was during the period that their shipments moved. The respondent alleges that the only claim made upon it was for a refund of the difference between the twenty cent rate, and that actually charged. Of course the Board has no power to order any refund. It can only declare what the lawful rate was, or should have been, and the parties are left to whatever redress they may be entitled to consequent upon that declaration.

It does not seem that we can enter into consideration of the effect of what was done in the United States, or under the laws there; whether the carriers there have refused to join in refunds, or whether they are morally entitled to do so or not. It seems that, although the applicants come after the new rate is put into effect, they are entitled to have a declaration construing the tariffs that were in effect when the shipments moved. We think the fifth-class, under the Official Classification, applied to the shipments in question.

We cannot help adding that it is difficult to understand why the first complaint against the Grand Trunk Railway Company did not also include the Canadian Pacific Railway Company. The course taken by the applicants has given the Board an unreasonable amount of extra work and may involve another appeal to the Supreme Court. All this could have been avoided if complaint had, in the first place, been launched against both Companies.

Assistant Chief Commissioner Scott and Messrs. Commissioners Mills and McLean concurred.

Application of the Canadian Pacific Railway Company for leave to appeal to the Supreme Court of Canada, from the Order of the Board in the British American Oil Company case, respecting rates on oil from Stoy, Illinois, to points in Canada. Order No. 14386, dated 16th May, 1911.

Judgment, Assistant Chief Commissioner Scott, October 2, 1911.

On the application of the British American Oil Company against the Grand Trunk Railway Company, the Board by Order No. 7093, dated 19th May, 1909, declared that the legal rate on crude oil from Stoy, Illinois, to Toronto, was twenty cents per 100 pounds, and authorized the Grand Trunk Railway Company to refund the difference between the legal rate (twenty cents) and what it had been charging (32½ cents) to the applicants.

The Canadian Pacific Railway Company was not a party to that application, although its counsel was present and watched the proceedings.

The Grand Trunk Railway Company subsequently appealed from the Order of the Board to the Supreme Court of Canada, and the Court dismissing the appeal declared that it was within the power of the Board to issue the Order complained of. The judgment of the Supreme Court of Canada was delivered May 3, 1910. 43 S.C.R., 311.

Notwithstanding the Order of the Board and the decision of the Supreme Court of Canada, the Canadian Pacific Railway continued to charge the rate, which in the Grand Trunk Railway Company's case has been declared illegal, until January 1, 1911, when a reduction to twenty cents was made.

The British American Oil Company in February last applied to the Board for an Order declaring that the Canadian Pacific Railway Company had unjustly discriminated against crude oil shipments from Stoy to Toronto, and that the Order No. 7093, made in its application against the Grand Trunk Railway Company (Stoy case) was equally binding upon the Canadian Pacific Railway Company.

By order, dated May 16, 1911, No. 14386, issued on August 2, 1911, the Board declared that the legal rate chargeable on the carload shipments of oil in question was the 5th class joint through rate (20 cents) in effect at the time the shipments moved. From this order the Canadian Pacific Railway Company now seek leave to appeal to the Supreme Court of Canada.

The Supreme Court of Canada having confirmed the views of the Board as to the proper construction to be placed upon Section 336 of the Railway Act, it must be taken as a fact in this case that the 5th class rate, which by Official Classification No. 29 applied to oil, and has since so applied by subsequent issues of the Official Classification, published and filed with the Board by the Indianapolis Southern, effective January 20, 1907, and since repeated in the tariff effective May 14, 1908, in which the Canadian Pacific Railway Company was named as a party, was a joint tariff within the meaning of Section 336.

The Railway Company contended that even if a joint tariff was filed, that it was subsequently superseded in accordance with the provisions of Section 338 of the Railway Act by the filing of a supplement by the Indianapolis Southern, effective October 18, 1907, purporting to constitute the combination of the locals to and from Canadian gateways the joint through rate. This point was very clearly dealt with by the Chief Commissioner in his judgment in this case on which the Order now sought to be appealed from was issued.

I entirely agree with the conclusion of the Chief Commissioner, but nevertheless I think a question of law is involved in which leave to appeal to the Supreme Court of Canada might be granted. It has been said that this question might have been raised in the Grand Trunk Railway Company's Stoy case; in fact it suggested that it was raised by counsel before that Court. Be that as it may, it certainly was not considered by their Lordships, as Mr. Justice Davies who delivered the judgment of the Court says, at page 31 of Vol. 43 of the Supreme Court reports:—

It was obviously the company initiating the tariff that should in the first instance file the proposed tariff and that being done the jurisdiction so gained then the Board could at any time at the instance of the Canadian Company or any one else interested either allow or disallow the tariff proposed or, possibly supersede it. On the latter point of superseding it and imposing another of its own I offer no opinion as the question does not arise here.

I think, therefore, the Railway Company might be given leave to appeal to the Supreme Court of Canada on the following question of law:—

> What was the legal effect, if any, of the supplements filed by the Indianapolis Southern Railroad Company, effective respectively October 18, 1907, and May 14, 1908, on the joint through rate established by that company on oil from Stoy to Toronto on January 20, 1907?

Application of the Canadian Oil Companies, Limited, for an Order directing the Grand Trunk Railway Company, the Canadian Pacific Railway Company, and the Canadian Northern Railway Company to establish a rate of 56 cents per 100 pounds from Petrolia, Ont., to Winnipeg, Man., on Petroleum and its products. (File 15511).

Judgment, Mr. Commissioner McLean, June 30, 1911.

In the complaint as filed, it was alleged:—

1st. That the existing rate of 66 cents from Petrolia to Winnipeg, all rail, in carloads, was unjust, unreasonable and exorbitantly high for the service performed; and

2nd. That this rate by its unreasonableness created a discriminatory condition as compared with rates on petroleum and its products from various points in the United States, and was, therefore, contrary to Section 315 of the Railway Act.

The outline of the complaint as furnished in the original application was much amplified by rate tabulations and statements furnished by Mr. McEwan, Traffic Manager of the Canadian Oil Companies; and additional statements were made by Mr. Littlefield, the manager of the company.

As the application was developed at the hearing, the material falls under two headings:—

(1) A complaint of the rate situation as concerned with a comparison of the rates from Petrolia with various rates from points in the United States, with which it is alleged competition exists.

(2) A comparison of the rate paid from Petrolia to Winnipeg with the rate paid by the Imperial Oil Company from Sarnia to Winnipeg.

In effect, these two headings resolve themselves into one complaint, viz., unjust discrimination against shipments by the applicant company to Winnipeg.

The applicant company's plant located at Petrolia is in competition in the Canadian Northwest with petroleum and its products from various shipping points in the United States. Crude oil purchased in Canada has an approximate value of $1.45 per barrel. The applicant company is under the necessity of importing crude oil from the United States, the Canadian supplies not being sufficient for its purposes. The imported crude oil is purchased either from the Illinois fields or the Ohio fields, which are the fields most accessible to Ontario. This oil costs about 63 cents per barrel at the well, to which the addition of a pipe line toll on the crude and the freight from the Illinois field to Petrolia gives a total of about the same price as the Canadian crude oil.

The applicant company further complains that it is subjected to the additional cost attributable to the importation from the United States of chemicals and fuel, these commodities being subject to duty. Until recently, slack coal has been imported for fuel. The company is now experimenting with natural gas.

The applicant company is subjected to keen competition in the Canadian Northwest from the product of the Kansas fields. The crude oil in the Kansas fields is worth about 40 cents per barrel. It was stated by Mr. Littlefield that from 50 per cent to 75 per cent of the volatile oils going to Western Canada were being used in the threshing and ploughing outfits of the Western Canadian farmers. Under recent regulations of the Canadian Department of Customs, oil of 49 gravity, which formerly paid a duty of 2½ cents a gallon, has, since about the beginning of 1911, been admitted free into Canada, such oil being spoken of as oil "distillate." This duty, Mr. Littlefield stated, had practically prohibited the Kansas refiners from coming into Canada. It has been indicated that the crude oil costs about 40 cents per barrel in Kansas. The distance of the Kansas fields from Petrolia prevents this oil being used by the applicant company. The crude "distillate" or fuel "distillate" manufactured from this oil can be purchased in Kansas for about $1 per barrel. The applicant company in competing with this in the Canadian Northwest has to manufacture its product from crude oil laid down at $1.45 per barrel. The advantage of the Kansas refiners in this respect was stated by Mr. Littlefield to be so great that if they cared to drop their prices they could eliminate the applicant company from competition in the Canadian Northwest.

As bearing on the general situation, it was stated by Mr. McEwen that oil could be manufactured at American refineries for approximately one cent a gallon less than in Canada.

In Exhibit 6 submitted by Mr. McEwen, the following rate comparisons are given:—

	Miles.	Rate.
Petrolia to Winnipeg, via Chicago	1,212	66
Petrolia to Winnipeg, via North Bay	1,436	66
East St. Louis to Winnipeg, via North Bay	1,040	56
Wood River to Winnipeg, via North Bay	1,089	56
Alton to Winnipeg, via North Bay	1,084	56
Casey to Winnipeg, via North Bay	1,060	58
Lawrenceville to Winnipeg, via North Bay	1,113	60
Oil City to Winnipeg, via North Bay	1,370	68
Marietta to Winnipeg, via North Bay	1,357	68
Cleveland to Winnipeg, via North Bay	1,222	65

These rate comparisons were not questioned by the railways. In its reply, the applicant company stated that the rate from Whiting, Indiana, by rail to Winnipeg was 55 cents. No information was supplied to the Board as to the divisions of such through rates received by Canadian railways when they participate in the movement to destination, and it is, therefore, fair to assume that no attack is made on the reasonableness of the divisions. The criticism of the existing rate from Petrolia based on the comparisons with the rates above quoted is, therefore, made on the basis of the through rates from the initial points on the lines of American railways. It is impossible on what is before the Board to say that these through rates from the United States afford any necessarily criterion of reasonableness in the matter of rates between Canadian points. The Board is not informed that the circumstances are similar, either in point of traffic or of operation. Nor is it informed what volume of traffic is moving on these rates. All that is furnished to it is a statement of rates and mileage comparisons, and while distance is, of course, one factor in ratemaking, it is unnecessary to elaborate the point that in testing the reasonableness of a rate, a very considerable number of other factors must be considered. It has been stated by the Board that a mere comparison of distances without consideration of the peculiar circumstances affecting the traffic is not the final criterion of discrimination. *British Columbia Coast Cities vs. Canadian Pacific Ry. Co., 7 Can. Ry. Cas., pp 142, 143.* The Board has also held that where the traffic compared moves over two different routes, this precludes the mere reference to differences in mileage rates being taken as *prima facie* evidence of discriminatory treatment. See *Complaint of Sudbury Board of Trade re rates on coal* from Toronto to Sudbury, File 11479. A similar position has been taken by the Interstate Commerce Commission, which states that "the mere comparison between the rates of one locality and the rates of another locality, without consideration of the different conditions and modifying circumstances, is not enough to establish the unreasonableness of the rates assailed." *See Lincoln Creamery vs. Union Pacific Ry. Co., 5 I.C.C., 156 and 160,* followed in *Dallas Freight Bureau vs. M.K. & T. Ry. Co., et al, 12 I.C.C., 427.* Where this is held as between railways which are subject to the jurisdiction of the regulative tribunal before which complaint is made, it is still more applicable in a case where the initial railways quoting the rates which are used for purposes of comparison are not subject to the jurisdiction of the tribunal before which the complaint is made.

The applicant company very frankly stated in evidence that the proposed cut in rate from 66 cents to 56 cents was intended to meet the American competition. In examination by Mr. Beatty, Mr. Littlefield was asked:—

> "I understand from your answer it is simply to enable you to compete on what you regard as favourable terms with your American competitors?" Answer: Yes, sir." Evidence, Vol. 125, p. 4006.

Mr. McEwan, in examination by Mr. Beatty, also said:—

> "Now to meet that condition and pay practically the same rate from Petrolia that they have had from the States, we have only asked for a rate that will take care of 8-10 of it."

Question—"In other words, you simply figured up from the basis of your own business and found out what rate would enable you to compete with American refiners. Answer—"Yes." Evidence Vol. 123, page 1814.

Again, Mr. Littlefield in the course of his evidence stated that what his company was asking was "that as a Canadian industry we be protected so that we are not forced out of the market, and the Western market turned over to the American refiners." Evidence, Vol. 125, page 4001.

In addition to the advantages already outlined as possessed by American refiners, it is further to be recognized, as was admitted in evidence by Mr. McEwan, that in general the American companies have their crude oil right at their doors, as, for example, in the Kansas field. It was also stated in evidence by Mr. McEwan that American Companies had the advantage of being able to transport their product to Duluth, St. Paul, and Fort William by boat.

The situation which this phase of the case presents to the Board on the basis of the facts summarized is made up of the combination of trade competition, situation advantage with its attendant low cost of raw material, and efficient water competition. None of these conditions are created by the action of the railways before the Board. Railways are not required by law, and cannot in justice be required, to equalize natural disadvantages such as location, cost of production, and the like. *Black Mountain Coal Land Co., et al., vs. Southern Ry. Co., et al., 15 I.C.C., p. 286.* The Board has held "it is in the discretion of the railway whether it shall or shall not make rates to meet the competition of markets." *Montreal Produce Merchants' Association vs. Grand Trunk Railway and Canadian Pacific Railway Cos., IX Can-Ry. Cos., p. 232.* See also *British Columbia Sugar Refining Co. vs. Canadian Pacific Railway Co., 10 Can. Ry. Cas., pp. 171-172.* The same position is taken by the English Railway & Canal Commission—*Lancashire Patent Fuel Co. vs. London & North Western Ry. Co., 12 Ry. & Can. Traffic Cas., 79.* A similar matter has engaged the attention of the interstate Commerce Commission in a decision which was rendered so, as recently as May 1, 1911. In this complaint, the applicant, which until recently brought its supply of crude petroleum for its Findlay refinery from nearby Ohio fields, found that the approaching exhaustion of these fields forced it to obtain its supply from a greater distance. It made application to have its rate to Findlay reduced, on the ground that this necessity of going further afield for its supply of crude oil put it in the position where it was unable to ship crude from its new fields to Findlay and sell the refined product in competition with other refineries. The Commission held that this situation furnished no ground for a reduction of the rate. *The National Refining Co. vs. C.C.C. & St. L. Ry. Co., 20 I.C.C. Rep., p. 649.* In effect, the Commission said that this was a natural condition which the railway was not under obligation to counteract by reduction of freight rates, and that differences brought about by trade competition and situation advantage did not afford a final criterion of reasonableness. Here, again, it may be said that what applies as between railways situated in the same country and subject to the same jurisdiction, applies with still greater force where the railways are not within the same country and under the same jurisdiction.

The applicant company asks that the rates shall be reduced to offset the advantage which the Kansas refiner has in the Northwest. While the Kansas refiner has the advantage of a low cost of material and the further assistance accruing from situation advantage, he has, on the admission of the applicant company, become a keenly effective competitor because the Canadian Government has removed the duty. As I read the Railway Act, it does not fall within the scope of the Board's powers to reduce a rate because a removal of customs duty has created a keen competition. If the removal of duty creates the situation complained of, it is to another body that application must be made for relief.

The allegation that the competition referred to above exists does not create a presumption of the unreasonableness of the rate attacked. The unreasonableness must be proved.

Recently, the Interstate Commission had before it a case, regarding ex-lake grain rates, which in a broad way is analogous to the case now before us. It was stated in evidence that the competitive conditions of transport were deflecting grain, both American and Canadian, from New York to Montreal, and it was strongly urged before it that a reduction on the ex-lake grain rate from Buffalo should be made in order to hold the traffic for New York. The Commission held that, unless the rate complained of was shown to be unreasonable, the question whether a reduced rate should be established was a matter of policy which must be left to the carriers themselves, and not a matter of right which might be demanded by the port of New York. *Board of Trade of the City of Chicago vs. Atlantic City Railroad Co. et al; New York Produce Exchange vs. N.Y.C. & H.R.R. et al., 20 I.C.C., 518.* In the case before us while, personally, I have sympathy with the "territorial sectarianism," which desires industries to be established in one's own country in preference to a foreign country, the matter of sympathy affords no justification for the reduction asked. The existing rate not having been shown to be unreasonable, it is in the discretion of the Canadian railways whether they shall meet these rates and conditions which are, in great degree, due to trade competition, situation advantage, and remission of duties.

In the complaint of the applicant company, it was alleged that the charging of the rate of 66 cents complained of, by reason of it not permitting the complainant to compete successfully in Winnipeg with its American competitors created a condition within the inhibitions as to discrimination contained in Section 315. In view of what I have already said, it is not necessary to pursue this matter further; but I may say that I am unable to find in Section 315 anything with which the present complaint is concerned. It does not show that there is a carriage 'under substantially similar circumstances and conditions', nor is it shown the 'traffic is carried in or upon the like kind of cars, over the same portion of line of railway'. Apparently, the applicant company in looking for some dragnet clause in the Railway Act seized upon Section 315, without adequately considering the limitations of that section.

The second phase of the complaint is concerned with the rate situation as existing between the applicant company and the Imperial Oil Company shipping from Sarnia. In the complaint, the through rate of 66 cents from Petrólia to Winnipeg is attacked as being unreasonable, because it is alleged to be the sum of the locals. An examination of the rate, however, shows that this contention is erroneous. The rate is made up of a 31-cent special proportionate rate to Fort William and a 35-cent rate beyond. This 31-cent rate is a fifth-class basing rate on Fort William. It is used only in making up a through rate, and it is in no sense the local rate to Fort William. The fifth class local rate to Fort William is 42 cents. The 35-cent rate from Fort William to Winnipeg has come into existence through agreements. In 1898, the fifth class rate from Fort William to Winnipeg was 47 cents. Under the Crow's Nest Agreement, the rate on coal oil was reduced by 20 per cent to all points west of Fort William on the Canadian Pacific Railway's main line. This reduction brought the rate down to 37½ cents. Then under the agreement between the Canadian Northern Railway and the Manitoba Government, there was a further reduction of 6 2-3 per cent, which brought the rate down to the present basis. The local rate, fifth-class, from Fort William to Winnipeg is at present 40 cents. The through rate complained of is made up of a basing rate and of a rate arising in the case of both the Canadian Pacific and of the Canadian Northern out of the mutual inter-relations of Governmental agreements and competition arising therefrom. In so far as the attack on the through rate rests on the ground that it is equal to the sum of the locals, the burden has been successfully borne by the railways, and this count fails.

In the course of the hearing, the argument shifted from the principle above invoked to the question of the burden of the component parts of the through rate. Here, again, it is apparent that it is the relative reasonableness from the standpoint of competition, not the matter of reasonableness per se which was in mind.

The Imperial Oil Company ships in its own tank vessels from Sarnia to Fort William. It has tanks at the head of the lakes and a pipe line. It pipes the oil from the vessels into the tanks and uses the rail beyond. In exhibit No. 1 submitted by Mr. McEwen, it was stated that the shipment by tank vessel from Sarnia to Fort William cost 17 cents per barrel of 42 gallons. This appears to give an approximate weight of 360 pounds. The Imperial Oil Company was not represented at the hearing, and as the figures in this respect submitted were not checked, and as the Board has no further information bearing on them, it is impossible to say whether these figures are estimates or statements of actual cost. At any rate they are not in such a shape as to permit the Board to base any final decision on them.

The applicant company is not in a position to ship by tank vessels. It has not the facilities. There is a rate of 58 cents by lake and rail from Sarnia to Winnipeg; but this is concerned with barrel shipments, and the difficulties in handling appear to be such that this method of shipment is not deemed an economical one by the applicant company.

The situation appears to be that the facilities which the Imperial Oil Company possesses give it a very considerable advantage in the shipment of oil to Fort William. The applicant company, not possessing these advantages, desires the railway to assist in equalizing the conditions. The oil moving by tank vessel from Sarnia to Fort William and Port Arthur does not, over this portion of the route, yield revenue to the railways; and I am unable to see why the low rate basis afforded by water transportation in the case of produce not conveyed by the railway should be used as an argument for a reduction in the rate of the produce carried by the railway, unless there is proof that over this portion of the journey there is discrimination against the applicant company by the railways and in favour of its competitor; or that the rate is unreasonable in itself. No such discrimination has been shown. Nor is the low rate basis by water an evidence of the unreasonableness of the rail rate. The low rate basis the Imperial Oil Company is able to obtain from water transportation is one of the incidents attaching to capital on a large scale, and it would not be reasonable to require the railways to offset by reduction in rates disadvantages to which the applicant company is subjected by this condition for which the railways are not responsible. The applicant company, in its reply, states that there is water competition from Whiting, Indiana, and from Sarnia, Ontario. It states, further, that such water transportation costs much less than the transportation by rail, and is usually recognized by carriers in fixing rates in competition therewith. It has been recognized over and over again that the extent to which water competition shall be met is in the discretion of the railways. The Board has stated that it is the privilege of a railway in its own interest to meet water competition. It is not, however, the privilege of a shipper to demand less than normal rates because of such competition, which the railway does not, in its own interest, choose to meet. *Plain & Co. vs. Canadian Pacific Railway Company, IX, Can. Ry. Cas., p. 223.*

The portion of the complaint as to the portion of the through rate from Petrolia to the head of the lakes being thus based on an erroneous construction of the policy to be adopted in the matter of water transportation must, therefore, fail.

There remains for consideration the 35-cent rate from the head of the lakes. This is also attacked as being unreasonable. The history of the development of this rate has been indicated. In such a situation as this where an agreement entered into between the Government of Canada and the Canadian Pacific Railway has resulted in a reduction which the Canadian Northern has been compelled to meet, and where also a similar set of circumstances as to an agreement between the Government of Manitoba

and the Canadian Northern has compelled the Canadian Pacific in turn further to reduce its rate, the condition arises where both the Dominion of Canada and the Province of Manitoba have in effect expressed the opinion that the rate so arrived at is a reasonable one. Therefore, the onus of showing that the rate attacked is unreasonable, which must in all such cases be on the applicant, bears with especial burden on the applicant in this case.

Some attempt has been made to show that this rate is excessive by putting in statements of rates from various portions of the United States. What has already been said in an earlier connection regarding the comparisons made between Canadian and American rates rules out, and for the same reasons, the American rate material here. Nor are the rate comparisons on various Canadian products of such a nature as to establish on the material presented the unreasonableness of the 35-cent rate.

In reality, the objection to the 35-cent rate is an attempt to accomplish in another way what was attempted in the criticism of the 31-cent rate to the head of the lakes. So far as the product of the applicant company and the product of the Imperial Oil Company are concerned, they both move on the same rate from the head of the lakes to Winnipeg. As has already been pointed out, while the allegation of unreasonableness appears to be concerned with the particular rate, an analysis of the material on the record shows that it is a matter of relative reasonableness with which the applicant company is concerned, and that it is constantly returning to the position that the existing rate adjustment unjustly discriminates in favour of its competitor. Now, as to the 35-cent rate, it is patent that no discrimination exists as between the applicant company and its competitor since there is no difference in point of rate. In reality, the applicant company is endeavouring to read into the circumstances surrounding the 35-cent rate those connected with the water transportation of its competitor to the head of the lakes. What has already been said shows that this is not justifiable.

In the course of the hearing, reference was made, somewhat by the way, to a 30-cent rate from Sarnia and Petrolia to the Maritime Provinces, and to a $1.00-rate, to Vancouver. As regards the 30-cent rate, it was shown in evidence that it was brought about by competitive conditions. The applicant company did not make a *prima facie* showing that this rate was discriminatory as compared with the rate complained of. As regards the $1.00-rate to Vancouver, the matter was not developed to any extent, and nothing was adduced which would justify the Board in taking it as in any degree a measure of the rate complained of.

The burden as to discrimination has, therefore, been withstood, and the complaint as to unreasonableness of rates has not been established.

Chief Commissioner Mabee, Assistant Chief Commissioner Scott and Mr. Commissioner Mills concurred.

APPLICATION by the Continental Oil Company, Limited, the Prairie Oil Company, Limited, and the Winnipeg Oil Company, Limited, for an Order directing the Canadian Pacific Railway Co., the Minnesota, St. Paul, & Sault Ste. Marie Ry. Co., the Canadian Northern Ry. Co., the Great Northern Ry. Co., and the Northern Pacific Ry. Co. to reduce the commodity rate on oil, coal, fuel, gas, petroleum-road or carbon-benzine, benzole, petroleum, residuum, crude petroleum, petroleum lubricating, naphtha and gasoline, from Minneapolis, St. Paul, Minnesota Transfer Duluth, Minnesota, and Superior, Wisconsin, to Winnipeg, from 35 cents per hundred pounds to 22 cents per hundred pounds, and for a further order reducing the commodity rate on said commodities from Minneapolis, St. Paul, Minnesota, Transfer, Duluth, Minnesota, and Superior, Wisconsin, to Calgary, Regina, and Saskatoon, and Edmonton, in proportion to reduction above specified.

Judgement, Mr. Commissioner McLean, October 12, 1911. (File 17693).

The applicant companies obtain their supplies of oil and products thereof from various "independent" plants in Kansas, Indiana, Illinois, Pennsylvania, and Oklahoma. The original application for an Order directing the reduction asked for, not

only to Winnipeg but also to Calgary, Regina, Saskatoon, and Edmonton, was amended by an application under date of August 15, 1911, requesting that the proportionate reduction, instead of being applicable only to the points west of Winnipeg above mentioned should apply to all points in Manitoba, Alberta, and Saskatchewan.

The situation is fundamentally concerned with a comparison of the rates from Minneapolis, St. Paul, Minnesota Transfer, Duluth, and Superior to Winnipeg, on the one hand, with those from Fort William to the same point on the other. It was stated in evidence, as well as in the reply, that the through-rate from Fort William to specific points west of Winnipeg was less than the through-rate from St. Paul, which may be taken as typical; but the basic point of attack is that concerned with the situation set out in the preceding sentence.

The rate from Fort William to Winnipeg is 35 cents. The circumstances which led up to the establishment of this rate are set out in the decision of the Board in *re* the application of the Canadian Oil Companies, Limited, File 15511; and the effect of it as being a contractural rate is there dealt with. In the answer of the Canadian Pacific Railway, which may be taken as typical of the position taken by the railways, it is pointed out that the rate from St. Paul to Noyes, North Dakota, is 36 cents per hundred pounds. Noyes is immediately south of the international boundary and adjoins Emerson, where the Canadian Pacific Railway takes over the traffic in question. It appears that the 35-cent rate from St. Paul to Winnipeg is competitive with the rate from Fort William. While it is not especially valuable to speculate as to what the rate from St. Paul to Winnipeg would have been in the absence of the 35-cent rate from Fort William, it is at least of some value to recognize that the compelling force of competition is shown in the fact that the rate to Noyes, North Dakota, which is 65·2 miles south of Winnipeg, is 36 cents as compared with a 35-cent rate to Winnipeg.

So far as the haul to Winnipeg from St. Paul is concerned, the greater part of it is on the lines of the United States carriers. The distances are as follows:

From Minneapolis to Noyes is . . . . . 386·7 miles.
From St. Paul to Noyes is . . . . . 396·7 miles.
From Duluth to Noyes is. . . . . 337.4 miles.
From Superior to Noyes is. . . . . 333 miles.

From Emerson, which, as has been pointed out, is immediately adjacent to Noyes, the haul over the line of the Canadian Pacific Railway to Winnipeg is 65.2 miles. The Canadian Northern Railway Company's division sheet No. 316 shows that so far as the Canadian Northern is concerned, the lines south of Emerson receive 67½% of the rate to Winnipeg, that is to say, the Canadian Northern division is, in accordance with the principle adopted by the railways in the dividing of rates, 11½ cents.

In the statements submitted by the applicants, various rate tabulations are given to show that the through rates to points west of Winnipeg are higher from St. Paul than from Fort William. For example, the rate from St. Paul to Regina, over the Canadian Northern Railway, is quoted at 75 cents, while from Fort William to Regina it is quoted at 71 cents, the distances being 818 and 790 miles respectively. To cite another example, the rate from St. Paul to Edmonton, over the Canadian Pacific Railway, is quoted at $1.06, while from Fort William it is 96 cents, the distance being 1,307 and 1,264 miles respectively. The railways take the position that the haul from St. Paul, being a two-line haul, as compared with the single-line haul from the head of the lakes the difference in rates is justifiable. It is apparent that there is some justification for a lower rate basis on a single-line haul than on a two or more line haul for substantially similar distances. There is not only the fact that the terminal expenses on a single-line hauld would normally not be so great as on a two or more line haul; there is the further fact that these being distributed over a longer haul as compared with the divisions of the haul on the two line movement, causes them to have a lesser effect upon the former rate. Then, in addition, there is the question

of the greater efficiency which may be obtained from the rolling stock on a single-line haul. Without going into the matter in more detail, the situation may be put summarily by saying that the net revenue to the railway engaged in the single-line haul is a unit which comes to it alone; while in the case of the two or more line haul the net revenue is to be sub-divided between the different participants in the carriage. As to the particular rates complained of to points west of Winnipeg, of which the examples above given may be taken as typical, while not so stated in evidence, it appears to be a legitimate inference to say that while the competitive rate to Winnipeg is given on shipments to that point, on through shipments to points beyond from St. Paul the competitive rate is not used, but that the rate factor is in some way adjusted to the higher rate existing as above indicated to Noyes.

The facts have probably been set out in fuller detail than is necessary in view of the disposition which I am forced to conclude must be made of the case, but as the situation is in a sense complementary to that dealt with in the Board's judgment in the application of the Canadian Oil Companies, Limited, referred to, it makes for clearness to give the statement I have above set out.

The Winnipeg rate is basic. The complaint is two-fold, it is concerned with the through rate to Winnipeg as well as with the through rate to the point beyond. Now, in so far as shipments moving to Winnipeg for local consumption are concerned, the situation at present is that Winnipeg has the advantage from St. Paul of the competitive rate forced by the contractual rate from Fort William. There is no rate discrimination here. If on the other hand, in the face of the existing 35 cent rate from Fort William, a direction is given to establish a 22 cent rate to Winnipeg the manifest effect is to create a discrimination against Fort William and in favour of the St. Paul route. The further phase of the situation arises that the St. Paul-Winnipeg rate, which is not discriminatory as compared with the Fort William-Winnipeg rate, is sought to be reduced in order that it may afford a measure of the reduction for the through rates from St. Paul to points beyond Winnipeg.

While the applicants in their formal application ask for a proportionate reduction to points beyond Winnipeg it must be noted that this position is varied from. In the course of the hearing (evidence, p. 7047), it was stated by Mr. Fillmore that the applicants were not pressing so much the matter of arbitrary reduction as that rates should be the same from St. Paul as from Fort William. It was stated in paragraph 10 of the applicant's reply to the answer of the Canadian Pacific Railway, that in any event the rates from St. Paul to points in Manitoba, Saskatchewan and Alberta should be as low as and on a par with the rates from Fort William to the same points; and in support of their position that the existing rate situation was discriminatory, it was further suggested by the applicants that if the Board was not prepared to reduce the rate from St. Paul, the rate from Fort William should be raised.

Informal as is the procedure of the Board, and elastic as it is in regard to amending, it is necessary to pay counsel the courtesy of assuming that their formal application was drafted with intention. It is not clear what is meant by the proportionate reduction spoken of—whether the 13-cent cut is to apply throughout, or whether the total through rate in each case is to be $^{2}\!/_{35}$ths of the existing rate. If the former is what is intended then taking Regina and Edmonton as before, the through rates reduced from St. Paul would be 62 cents and 93 cents, as against the Fort William rates of 71 cents and 96 cents. If they are to be reduced to the basis of $^{2}\!/_{35}$ of the existing rates, then the rates would be 47 cents and 67 cents as compared with the Fort William rates of 71 cents and 96 cents. In either case the result would be to discriminate in favour of the St. Paul route.

As has been seen, the 13-cent reduction asked for is, so far as the movement to Winnipeg as a point of destination is concerned, in excess of the Canadian railway's division for the haul over its own lines from Emerson to Winnipeg. The Board has,

of course, control over the Canadian railway's division. But it is emphatically asserted that it is a control as to the total rate which the Board is asked to exercise.

But what power has the Board to deal with a rate from a point in the United States, 396 miles, as in the case of St. Paul from the international boundary? If the Board can deal wtih a rate some 400 miles from the International boundary why not go further and deal with the rates from the point of origin, such as Coffeyville, Kansas? Or why not go further and deal with the rates on oil shipments and oil products from points in Oklahoma, or even so far south as Texas, if any shipments there be from Texas oil points to the applicants? A statement of the situation put in this admittedly extreme form would mean in substance that from any or all points of origin on American lines, the Board of Railway Commissioners would be given jurdisdiction by the parliament of Canada to regulate the rates from the furthest initial points in the United States, on oil and oil products, shipped into Canada on through tariffs. If on oil shipments, why not on all shipments? Extreme as the statement is, it is a logical development of the position. It is not necessary to pursue this line of thought further. The Board in its judgment in the Keystone Camping Club of Pittsburg Case, File 6812, decided May 5, 1909, stated that "the Board has no jurisdiction in regard to rates charged by a railway or railways in the United States up to the International boundary.' The same position is taken in the judgment of the Chief Commissioner in the *Canadian Northern Railway vs. the Grand Trunk and Canadian Pacific Railway Companies, 10 Canadian Railway Cas., pp. 147, 148.* The situation which faces the Board is on all fours with that dealt with in the judgments above referred to. The Board has no jurisdiction to order the reduction applied for from initial points in the United States; and the application must be dismissed.

Chief Commissioner Mabee concurred.

Re White Pass and Yukon Route.

This was a complaint by the Dawson Board of Trade complaining that the respondent, the White Pass & Yukon Railway Company, was charging excessive tolls for transportating traffic by land and water route (known as the White Pass & Yukon Route) from Skagway, in Alaska, through a portion of British Columbia, to White Horse, in the Yukon Territory, and thence by water to Dawson. (See Judgments of Board in sixth report at page 346.)

Judgment, Chief Commissioner Mabee, May 29, 1911:

Under the Order of March 4, formerly issued on March 23, the effective date for the tariffs required to be filed under the Order of January 18, was extended to June 1, because it was thought that the appeal to the Governor-in-Council could not be heard and disposed of before the date that the tariffs were required to be put into effect. By letter of May 23, received by me on May 28, application is now made to extend this date to November 15 or December 1. No reasons are given for this extension except it is alleged that 'it is quite evident now that it will be impossible to dispose of the appeal to the Governor-in-Council until some time in the autumn'. Nothing whatever is said about the delay from March until the present time. On the other hand the Board learns that when it made the order extending the time to June 1, Mr. Berdoe, General Manager of the road, telegraphed to White Horse as follows: 'Application of Order reducing rates suspended indefinitely.' This was a misleading message, quite contrary to the fact, as the time was definitely fixed as June 1. The telegram, however, probably is an indication that it was thought all the Company need do was to make another application and it could get further extensions, perhaps, 'indefinitely'. In addition to this, the Company, by a general notice, withdrew, after April 1, all tariffs naming through freight and passenger rates between Seattle, Tacoma, Port Townsend, Vancouver, and Victoria, and points on the White Pass and Yukon Route and connecting lines via Skagway, the result of which is disclosed by the following telegram from the Secretary of the Dawson Board of Trade, dated May 25 inst.: 'Dawson Board of Trade find White Pass

Railway Tariff, April 1st has by the cancellation of through rates from Seattle, Vancouver, to Dawson, and abolishing of commodity group rates, raised freight rates from $2.00 to $15.00 per ton on staples mostly used in the territory over rates of last season basing steamship charges from Seattle, Vancouver to Skagway at $10.00 per ton.' The Board's Order required tariffs filed effective April 1, reducing the tolls upon the Railway by 33⅓ per cent. As matters now stand, the extension of time already given to these Companies seems to have enabled them to increase their already burdensome tolls, as appears in the telegram from Dawson. The Board is asked to perpetuate this state of affairs until November 15 or December 1, if not 'indefinitely'. Instead of so doing an Order should issue subjecting these Companies to a penalty of $100.00 per day for every day they are in default in filing and bringing into effect tariffs in compliance with the Order of January 18, 1911.

Assistant Chief Commissioner Scott and Commissioner Mills concurred.

Re WHITE PASS AND YUKON ROUTE.

Judgment, Chief Commissioner Mabee, July 18, 1911.

The discussion of today arises out of an Order the Board made in the month of January last, directing the railway companies composing this route to reduce certain freight and passenger tolls by thirty-three and a third per cent. The proceedings which led up to the making of that order had been on foot for a good many years. The reasons which moved the Board to order as it did, are fully set forth in the written judgments delivered at the time, and as to which at the present moment it is not necessary to say anything.

From that Order the railway companies affected took an appeal, as they had a perfect right to do, under the Statute, to the Governor-in-Council. The Order which the Board made required the companies to file these reduced tariffs effective as of the first day of April of this year. The date was fixed with reference to the opening of navigation, and as being for all concerned carrier and shipper alike, the most convenient to commence the new order of things.

It was evident to all concerned, owing to circumstances which no one could control, that it would not be possible for the Council to dispose of this appeal before the first of April. The companies then were left in the awkward position of not being able to get their appeal disposed of prior to the effective date of their new tariffs under the terms of the Order. On the 23rd day of March of this year, an Order was issued upon the Companies' application extending the time for filing these tariffs to the first day of June.

I remember as clearly as if the occurrence were of this morning, that the first of June was the suggestion of Mr. Chrysler in making the application, he being no doubt of opinion that in all human proability it would be disposed of by that time; and it was also stated by me when the discussion was taking place, that if the appeal could not be disposed of by the first of June, it would be quite in order for the companies to apply to the Board for a further extension. Officially I heard nothing of the matter until an application was made a day or two before the first of June based upon a letter for a further extension to, I think, November or December. It was not the opinion of the Board that there were sufficient facts then disclosed to justify a further extension, and an Order was made on the 29th of May refusing the extension asked for, and imposing a penalty of one hundred dollars a day for every day that the companies should be in default in complying with the Order of January. Shortly after that the Order of the Privy Council was issued, a copy of which has been filed, giving the appellants leave to apply to the Board for a rehearing of the whole matter, and at the same time apply for any order that might be thought proper regarding the subject matter of the Order of the 29th of May. That motion is now before the Board for consideration, and upon

the hearing of it figures are given and facts are alleged which it is said, and quite correctly, were not before the Board when the original Order of January was made requiring a reduction of these tolls.

The two matters now for consideration are, first whether upon all the facts it is fair and proper that these railway companies should have an opportunity of adducing additional evidence; and, secondly, whether if such a course is proper, the filing of the tariffs should be waived until the matter is finally determined.

We have already expressed the opinion during the discussion that under all the circumstances of the case we think it is proper that the companies should have an opportunity of further developing the situation and adducing such additional evidence as they deem proper, and also that there should be a physical valuation made of the properties of these companies in order to assist the Board in dealing with the figures covering the cost of construction, and with the view of ascertaining whether all of the moneys that are disclosed in the papers already on file found their way into the facilities of these railway companies. It has been arranged that Mr. Mountain, the Chief Engineer of the Board, shall make this valuation and supply the results of it to us. So that the first branch of this application is acceded to, and the companies may have an opportunity of supplementing their case already before us by such evidence, facts or figures as they deem proper. Of course, it goes without saying that that carries with it the right of the applicants or any other shippers affected by these tariffs to add to the case of the petitioners in any way they see fit. In other words, both sides of this controversy are to have the freest hand in presenting everything that they regard as bearing upon it in the way of assisting the Board to a just determination of this case.

The second matter to be disposed of is that bearing upon the filing of the tariffs, as required under the Order of January. As indicated during the discussion, I felt that that order should be complied with and that these reduced tariffs should be filed. It has been argued that it might or might not be of much benefit to the shippers to have these tariffs go into effect at this season of the year. I do not know how that is, but when I expressed my opinion during the discussion that they should now be filed pending this enquiry, it was without knowledge of the affidavit in the petition to the Governor-in-Council, dated the 25th day of February, 1911, and the additional affidavit of June 30, 1911, and a statement which Mr. Chrysler has handed in which has been prepared since this application was launched.

Now, without in any way dealing with the question that remains for consideration, that is, whether the Order of January should ever have been made, or whether it should be rescinded or varied, the true position is that if these figures are to be accepted—and in the meantime it seems to me that the Board has no alternative but to accept them—and placing the construction which was placed upon the Order of January, that it applied to commodity as well as class rates, if that Order had been in effect during the year 1910, this railway would have earned in the neighbourhood of $130,000 too little money to enable it to pay its interest upon the bonds. As has already been pointed out, the Order of January was perhaps carelessly drawn, and it was not intended that the adjudication should apply to commodity rates, the Board was dealing only with the class and passenger rates. Placing that construction upon the Order, the figures revised would show that if the reduced rates had been in effect upon the traffic carried under class and passenger rates during the year 1910, the railway company would have been about $44,000 short of enough money to pay the interest upon the outstanding bonds.

It requires no argument to establish the position that if these figures are accurate and if that is the true position in which this matter now stands, the Order of January should never have been made; and if it is left even in doubt, if it is left only until these figures can be more fully verified and criticized by those who may desire to do

so, then the Order of January should certainly remain in suspense and these applicants should be relieved from filing these tariffs pending the further consideration of this matter.

The Board never intended to deprive these carriers of the opportunity of earning, first, not only enough to pay the interest upon their bonds, but, secondly, to pay a fair return upon the actual capital that went into the road and that is now outstanding in the form of stock. No controlling commission has got, it seems to us, the right or the jurisdiction to make an Order that would have the effect of destroying the earning power of the capital that honestly went into the facility, and it is hardly necessary for me to reiterate that this Board never intended to make such an Order, and if it is ultimately shown that the Order we made has that effect, I take the responsibility of saying that it will very promptly be rescinded.

The result then will be that the applicants have the opportunity of developing their case as already indicated; and, that they be relieved from filing tariffs under that Order until the case can be disposed of.

Of course this means that no matter what may ultimately be the determination of this case, the shippers must continue to pay the tolls during the current season. It will not be possible to have this physical valuation made and the case further developed until probably late during the present year.

In the meantime, under the Order in Council, the case is still pending there, and we have the less hesitation in taking the course we have indicated because it would seem from the Order filed and made in the Privy Council that it was apparently the view of the Council that the appellants before that tribunal had satisfied them that there were figures in the appeal case that had not been placed before the Board, and it also seemed to be the opinion of Council that this additional evidence should be taken by the Board, if the Board thought proper, and that in the meantime the case should be held there for disposition.

That will be the position in which it stands; the Board will continue to take the evidence that may be necessary; the tariffs in the meantime need not be filed, and we will endeavour to fix some date in the fall that will be convenient to all concerned.

It is unfortunate that Mr. Congdon, who is representing the Dawson Board of Trade, has not been able to be present; but apparently the applicants have taken all reasonable steps to bring it to his attention. Of course, he will have the fullest opportunity of connecting himself with the continuation of the case, and we will consult with him when it will be convenient to continue.

Judgment, Chief Commissioner Mabee, March 2, 1912:

A reference to the report of this case in nine Canadian railway cases, at page 190, will show that down to that date the only question disposed of was that of the jurisdiction of the Board. Later on, the case was heard at Vancouver when additional evidence was adduced, and for the reasons appearing in 11 Canadian cases, at page 402, et seq., the Board thought that the class and passenger rates upon the rail division should be reduced by 33 1-3 per cent., and directed the respondent companies to substitute for their existing class and passenger tariffs new joint tariffs of freight and passenger tolls based on a reduction of at least one-third, in each case; these new tariffs were to be effective not later than April 1, 1911. It will be observed that this adjudication covered only the tolls upon through traffic on the rail division between Skagway and White Horse, and upon local traffic between points upon the portion of the road that was in Canada. The tolls from Puget Sound points and Skagway by water routes, of course, were not subject to the control of this Board, and it was also held that there was no control over the rates charged by the Navigation Company between White Horse and Dawson, and between intermediate points. The respondents being dissatisfied with this Order availed themselves of the provision contained in Section 56 of the Railway Act, and, on February 25, 1911, petitioned His Excellency

the Governor-General-in-Council for a recission of that Order. Some delay occurred in getting the petition on for argument before Council, and it becoming apparent that the matter could not be disposed of in time for the respondents to make the tariffs required by the Order effective on April 1, an Order was made on March 23, extending the effective date of those new tariffs. This course was necessary because it did not appear that the petition against the Order operated as a stay of proceedings, and if the Respondents complied with the Order and filed the new tariffs, shippers would probably make contracts based upon the reductions provided for; then, in the event of the prayer of the petition being granted, and the Order rescinded, more confusion, and probably more inconvenience and loss would be caused than by postponing the effective date of the Order.

In the petition by way of appeal from the Order, the respondents introduced figures and set up facts that had not been presented to the Board at the hearings which preceded the judgment complained of. The case had been dragging along for five years and evidence given from time to time. The results of the Companies' operations for the year 1910 had not been placed before us, nor had we been furnished with full information showing the reduction of earnings and diminishing traffic as compared with former years.

Without going into particulars, the result of the petition was a report of the Committee of the Privy Council, dated June 16, 1911, which, after reciting the proceedings, declared that:

"The Committee are of the opinion that the petitions of the said Companies to "rescind the Order of the said Board dated 18th January, 1911, should not be pro- "ceeded with before this Committee until the Companies shall have applied to the "said Board to re-open the matter of the application on which the said Order was "made, and to hear any further evidence which either party to the said proceedings "may desire to adduce, or any considerations which either of such parties may desire "to urge with a view to any variation or modification of the said Order, which it may "seem to the said Board ought to be made, with liberty to the said Companies to "apply at the same time to the said Board to fix a new date at which any substituted "tariff or tariffs of the said Companies should become effective, if after hearing such "further evidence and argument, the said Board shall be of the opinion that any tariff "or tariffs should be substituted by the said Companies for those mentioned in the "said Order of January 18, 1911.

"The Committee advises that, in the meantime, the further hearing of the par- "ties before this Committee in the said matter do stand awaiting the further action of "the said Board in the premises."

On June 28, the respondents gave notice of mention for leave to re-open the matter and adduce additional evidence with further statistics relating to revenue and cost of operation, and upon the application were filed affidavits verifying the figures and statistics appearing in the petition to the Governor-in-Council, and which prior to that date had not been furnished to us.

This motion came on for hearing on July 18, and an Order was made granting leave to re-open the matter, with liberty to all parties to supplement the evidence as they might be advised; and the Companies were in the meantime relieved from filing the tariffs covered by the Order of January 18, in appeals and now under review.

Since the reopening of the matter, evidence has been heard at White Horse and twice at Ottawa. Mr. Commissioner McLean and myself have gone over the rail division from Skagway to White Horse, and have had an opportunity of seeing the conditions under which the Companies operate; and the Chief Engineer has furnished to us a careful and elaborate physical valuation of the road, and in the result much useful and material information is before us that we had not the advantage of when the former adjudication was made.

Perhaps at this point it may not be out of place to refer to the opposition that was offered by these respondents to the original application of the Board of Trade of Dawson.

At the outset, the jurisdiction of the Board was contested at every step, and some years delay, during which the Companies were making large profits, was successfully accomplished by these tactics. The books of the Companies were kept at Skagway and excuses were made for not bringing them within the jurisdiction of the Board. They were placed at the disposal of the Board's Chief Traffic Officer at Skagway for inspection, but in the light of subsequent developments, most material features of the Companies' operations and system of book-keeping were suppressed, and have only subsequently come to light, I understand, through disclosures made by discharged officials of the Company.

Reference to these matters do not materially assist in determining what is proper now to be done, but these developments show reasons why the then management of these Companies regarded an investigation into their finances with a jealous eye; and little wonder that, while the management had secret accounts in the books showing the payment of hundreds of thousands of dollars by way of refunds, as they were called although in truth they were rebates in most part, no more assistance would be given to the Board in its enquiry than was absolutely necessary. However, the management is changed, and since the spring of 1911, when Mr. Dickeson became the General Manager of these Companies, the Board has no reason to suppose that the law has been violated, but, on the contrary, has every reason to suppose that he has endeavoured to operate the rail division in accordance with the requirements of the law.

In the respondents' petition, by way of appeal, the following figures for the year 1910 were for the first time introduced into the case:

Total Freight and Passenger Earnings	$738,457 77
Mail, Express, Telegraph, &c.	14,422 07
Total	$752,879 84
Deduct ⅓ as provided by Order	$ 246,152 59
Total Railway Earnings	$506,727 25
Less working expenses	438,377 13
Surplus	$ 68,350 12
Interest on Bonds	$195,911 02
Surplus for payment	68,350 12
Deficit	$127,560 90

In the result, these figures show that if the rates fixed by the Order of the Board had been in effect during the year 1910, the Companies would have defaulted to the extent of $127,560.90 in the payment of the interest upon their bonds, to say nothing of the stockholders obtaining no dividend whatever.

In dealing with the application that was made to the Board when the case was re-opened, it was stated that:—

"The Board never intended to deprive these carriers of the opportunity of "earning, first, not only enough to pay the interest upon their bonds, but secondly "to pay a fair return upon the actual capital that went into the road, and that "is now outstanding in the form of stock. No controlling commission has got, "it seems to me, the right or the jurisdiction to make an Order that would have "the effect of destroying the earning power of the capital that honestly went

"into the facility, and it is hardly necessary for me to reiterate that this Board "never intended to make such an Order; and if it is ultimately shown that the "Order we made has that effect. I take the responsibility of saying that it will "very promptly be rescinded.

At one of the subsequent hearings, it was discovered that some error had been made in compiling the above figures, but it was apparent that the reduction required would have left a large deficit.

At the hearing on December 6, Mr. Dickeson gave us the figures, so far as possible, for the year 1911. The Companies had earned $149,700.90 less than during 1910, although the rates were the same, the deficiency being caused by a general dropping off in business, upwards of 7,000 tons less freight having moved. A large reduction has been made by him in operating expenses. He stated that he had been compelled to go—

"away beyond what is ordinarily called good judgment, in the operation of rail- "roads, in reducing our forces and cutting down the expenses beyond what we "can reasonably expect to continue."

Since the hearing on December 6, the adjourned annual meeting of the Companies has been held, and all that the shareholders got after the season's operations was a dividend of one per cent. When giving his evidence on December 6, Mr. Dickeson was asked if he expected to be able to pay a dividend of two per cent, and he answered:

"I do not. We have provided for our operating expenses and bond interest, "and we are in very grave doubts as to whether or not we can declare a dividend "of one per cent. That is entirely uncertain; something to be decided between "now and the end of the year."

Many more matters could be recited that have been placed before the Board upon the re-hearing to show that the Order of January 18, could not be put into effect; but sufficient has been said to make it clear that the reduction in rates then directed would be an outrage upon the stockholders of these railways. In the earlier years, when the Yukon was not only prosperous but booming, these railways were profitable, and then was the time for rate reduction. Had the management been as economical then as now, with the large earnings in those days, no doubt substantial reductions could have been made without hardship upon the stockholders; but this matter can be dealt with only upon conditions as they exist to-day. It was urged that the stockholders, in stock and cash dividends, had been repaid all the moneys originally invested. There is nothing, however, in this argument, even if such were the fact; profitable rates in the past are no argument for present day reduction without regard to all existing conditions; and even if stockholders in railways have, during a period of years, been repaid in dividends the sum total of the original investment, this forms no reason why they should not continue to receive a fair return upon the capital invested. Another feature not to be lost sight of in this case is the fact that all the money that ever went into this road was private capital; the Companies never received any Government aid either by land grants or subsidy.

It will not be thought that this matter is being considered solely from the standpoint of the stockholders in these railways. It is not. The Board is alive to the burdens of the freight rates upon this route upon the people of the Yukon, and the record is full of highhanded and unreasonable treatment of the public by those in charge of the operating of these Companies. It would gladly interfere, and require very substantial reductions, were that course at all reasonable or possible. It is clear that those Companies are bordering upon receivership, and it is not in the interest of either the public or those whose moneys are invested in these enterprises, that any action of the Board should force them into that position. It is of great importance that not only the people of the Yukon, but for that matter that the people everywhere, should be protected from extortionate or unreasonable transportation charges; but to my mind it is of equal importance that the capital invested in transportation com-

panies should be permitted to earn fair and reasonable dividends. Railway construction in Canada depends entirely upon outside capital; thousands of millions must be borrowed within the next generation or two. We have in Canada less than 30,000 miles of railway as against more than 235,000 miles in the United States. Within fifty years Canada will require a greater railway mileage than now exists in the United States; the money for the construction of this must, for many years at least, largely come from abroad, and how long would these investments continue if it were known that their earning power might, at any moment, be terminated by the intervention of this Board? While our duty to interfere and reduce rates in all proper cases is plain, surely it is equally clear that we should not require a reduction where the effect would be to prevent the investment earning a fair return.

In dealing with this feature of the case, the Board will be understood as referring to the actual money that was honestly invested. Here, as we understand it, the stock is held entirely by the original builders of these railways, and has not passed into the hands of the general public; so, if it were apparent that the stock had been improperly inflated, there would be no difficulty in protecting the stockholders to the extent of the actual investment. It may not be necessary, but it is as well to deal briefly with the physical valuation that the Board's Chief Engineer, Mr. Mountain, made of these railways. The following table shows the careful valuation made by him:—

"THE VALUATION OF THE WHITE PASS & YUKON RAILWAY".

"Right-of-way	1,701 acres at	$ 10.00	$ 17,010.00
"Clearing and Grubbing	145 "	125.00	18,125.00
"Clearing	719 "	50.00	35,950.00
"Grubbing	2,409 "	10.00	24,090.00
"Solid Rock	608,900 cu. yds.	2.25	1,370,025.00
"Loose Rock	448,870 "	1.00	448,870.00
"Earth and other material	425,662 "	.50	212,831.00
"Cemented Gravel	78,000 "	.75	58,500.00
"Overhaul	171,000 "	.01	1,710.00
"Track and Ballast	121.72 miles	9,000.00	1,095,480.00
"Bridges, trestles, culverts, and retaining walls			563,796.00
"Widening Bank			65,000.00
"Switches			6,685.00
"Telegraph	121.72 miles	200.00	24,344.00
"Snow Fence			12,243.00
"Betterments			4,000.00
"Brackett Wagon Road			95,000.00
"Miscellaneous			20,000.00
"Sidings	6 miles	9,000.00	54,000.00
"Extra right-of-way at Skagway			20,000.00
"Engineering and Superintendence			125,000.00
			$4,292,659.00
"Buildings on line			205,200.00
"Terminals			445,300.00
"Rolling Stock			450,000.00
			$5,393,159.00
Franchise, Financing, Interest, Legal Expenses, and other Contingencies, 10 per cent			539,315.00
			$5,932,474.00
"Cost per mile			48,738.00

These show a cost of $48,738.00 per mile. The statement furnished by the Companies put the original cost at $62,000.00 per mile. This included a profit of 15 per cent to the construction company, $90,000.00 for the Dyea Trail, $65,000 for the White Horse Tramway Company, and some other smaller items which Mr. Mountain does not think should form part of the capital account. Another item that went to swell the cost of construction was the expense and loss by reason of the continued disorganization of the construction gangs by their stampeding to placer mines that were being discovered. Mr. Mountain thinks the road could be duplicated for $50,000.00 per mile but does not desire to go on record as saying that orginal construction did not cost $62,000 per mile. It does not, however, become necessary to decide which should be the proper sum, in view of the lean earnings it is altogether likely that the stockholders would, in the meantime, be glad to obtain an earning of, say, 4 per cent. upon Mr. Mountain's valuation, were that possible. Taking the average dividends paid from the beginning of operation, the shareholders have not realized more than about 6 per cent upon their investments; from now on, unless the traffic increases greatly, even at present rates, the earnings must be of a nominal character only.

It may not be improper to advert to some of the conditions under which this road is operated. In the first place, there are only about four or five months of the year that there is any freight moving. From November to May there is a large annual loss in operation. Mr. Dickeson said that only during July, August and September could a surplus above cost of operation be earned. In November last there was a loss of $36,000. Speaking on December 6, Mr. Dickeson said:—

> "Last year's figures show, worked out by days, that we ran the train fifteen days without a single passenger or a single pound of freight We had three engines back of a snow plough ploughing snow forty miles with three crews and a rotary crew of nine men, and about sixty men to keep the right-of-way clear for the purpose of handling a mail sack locally between Skagway and White Horse, with weather all the way from 20 to 40 below zero."

Mr. Mountain says that the maximum grade for miles is 3·9 with 16 degree curvature, making with compensation a grade of about 5 per cent. The cost of labour (including train hands and section men) is double that of any road in Canada (he probably did not intend including the Klondike mines railway in this statement). The cost of operation is about 12 cents per ton mile, while to a railway hauling from 1,000 to 2,000 tons per train mile, the cost is about one cent per ton mile.

These matters are referred to for the purpose of showing the difficulties in the Board's way in dealing with these complaints, quite apart from the fact that, with the diminishing traffic, and the high rates, the margin between the gross receipts and expenses is so extremely narrow. There are other difficulties, of a no less serious character, in the way of affording redress to the people at Dawson, even if we were, under the circumstances, able to let the order of January 18 stand as to the rail division. In the first place, not being able to control the rates on the river division, and the boats on the river being owned by a separate company, although under the control of the same company that controls the rail division there is nothing to prevent the management, upon through traffic, adding to the rates upon the river division any reductions we might order upon the rail division; in other words, upon a ton of merchandise moving from Skagway to Dawson, the rate upon which might be reduced by us from Skagway to Whitehorse by, say, $10, might be added by the Navigation Company to the rate from Whitehorse to Dawson. I do not say that the Navigation Company would do this, but if it did, I know of nothing to prevent it. It was said that if freight could be got to Whitehorse, competition upon the river would prevent increase of rates by the Navigation Company. How this might be, I do not know. It has not been very successful in the past.

Another serious difficulty entirely beyond the power of the Board to deal with, is this: The Steamship Companies operating from Puget Sound points to Skagway charge $4.50 per ton more upon freight for furtherance to rail and river points, than the local to Skagway. Why this is so, I do not know. It is a combination that the Board cannot control, and must be left to the people themselves to deal with as best they may. The wharfage charges, the bunker tools upon ore at Skagway are all entirely beyond the Board's jurisdiction.

From what has been said, it is apparent that the Order of January 18, 1911, cannot stand and must be rescinded; but, notwithstanding this, Mr. Dickeson, the President and General Manager of the Companies, has undertaken with the Board to voluntarily make some substantial reductions in certain rates both upon the rail and river divisions. The following is the understanding arrived at:—

Mining machinery.—Ten per cent reduction on both rail and river.

Powder and dynamite.—Ten per cent reduction on both rail and river.

Ore from Horse Spur.—Retail and wholesale, $2 per ton.

Bunker charges.—Reduced from 50 cents to 25 cents ton.

River berth rate.—Reduced from $2.50 to $1.

Row boats.—Thirty-five per cent reduction.

Coal.—Tantalus Mines to Dawson, reduced from $6 per ton weighed to $4.50 per measured ton.

In addition to the foregoing, Mr. Dickeson intends making the attempt of shipping coal from Tantalus to Skagway, and other rail points, and undertakes that reasonable rates will be applied.

The passenger rates on the rail division are recognized as being unreasonably high, even under existing conditions, and Mr. Dickeson has undertaken that reductions will be made either in a regular mileage cut, or in reduced fares upon certain days; he must have a reasonable opportunity to develop this arrangement.

It will be seen from the foregoing that reductions are made that in no event could the Board order, and are directed upon the lines of assisting mining development.

The Board has been strongly impressed with the argument that if it enforced the Order of January 15, 1911, or even made it more drastic, it would work to the advantage of the Companies in attracting additional traffic to this route; that it would assist in developing the country, and form an inducement to prospectors and miners to explore and make investments. How this might be is a matter of opinion. If the earning capacity of these roads was cut in two, and the traffic did not increase, the result would be that the Board would have wrecked the capital invested, forced the Companies into receiverships, and probably done the country and the people irreparable harm, to say nothing of the perhaps greater question of shaking the faith of the investing public in Canadian securities. It might be that the reductions demanded would cause increased traffic, although, at the moment, I am at a loss to see where it would come from. Whitehorse and Dawson are no more stagnant than Skagway, and its degeneration is not to be laid at the door of the White Pass Companies; at any rate, it is much easier to advance arguments of this kind than to take the responsibility of putting these claims in the form of a concrete order. I am not prepared upon all the information the Board has, to assume the responsibility and risk attendant upon such a course.

I am of opinion that a great deal of the dissatisfaction that has existed in the Yukon over the rates and other matters connected with the White Pass route could have been largely eliminated had there been a more intelligent and less domineering management. I am also of the opinion that these interests, under the direction of Mr. Dickeson, will stand in better favour among the people there than they have in the past; at any rate, the better course is to give him an opportunity to develop certain plans he has formed for the improvement and advancement of the country.

The changes in the rates above referred to are not to be regarded as finally disposing of these compalints. They are to be put into effect with the view of seeing what the result may be. The Board will retain the matter until the completion of the fiscal year of the Companies; they will be asked to furnish detailed information of the year's operation, and further intervention will depend upon the result of such statements.

Mr. Commissioner McLean concurred.

Application, Montreal Milk Shippers' Association, for an Order requiring:—

1. Railway Companies to give a rate of eight cents for a 4-gallon can and fifteen cents for an 8-gallon can, respectively, up to 75 miles, and eleven cents per 4-gallon can, and twenty cents for an 8-gallon can for all distances over 75 mlies.

2. Railway Companies to insure proper delivery by the system said to be in force at Winnipeg, viz., three shipping receipts, one retained by shipper, one by the express forwarding agent, the third for the train baggageman on which to check consignee's receipt.

3. Freight charges to be collected from the consignee at point of delivery as in the case with ordinary freight.

4. That that part of Rule 4 in contract on back of ticket calling for farmers to take delivery of empty cans at car door be eliminated.

5. That when trains are unduly late the trainmen load the milk.

6. That railway companies be responsible for milk after it is placed in their possession and until delivery is made.

7. That train hands exercise greater care in delivering empty cans at their proper station, and that rough handling of these empty cans in unloading be avoided.

Heard at Ottawa June 22, 1911.

"In pursuance of the judgement of the Assistant Chief Commissioneer, the parties submitted the proposed agreement to be embodied in an Order. Referring to this agreement, Mr. Commissioner Mills, in a memorandum dated July 21, 1911, said:

"I think it is not at all practicable to have a man at the station to assist in unloading cans. Trains are often late and it would be difficult to get the shippers in most localities to agree regarding the appointment and payment of such a man

'Whereas, the Railway Companies can, I think, easily arrange to have the baggageman or station agent, or both, furnish the necessary assistance for unloading at the few points requiring special attention; and it would seem reasonable for them to do so, because the greater the traffic the larger the returns.'

Judgment, Assistant Chief Commissioner Scott, July 24, 1911.

At the hearing of this matter it appeared to the Board that the parties were not very far apart. It was therefore, allowed to stand for one month, to give them an opportunity to confer, with the hope that they might agree on conditions mutually satisfactory. We are now advised in a letter from Mr. Beatty, General Solicitor for the Canadian Pacific Railway Company, dated July 15th, in which he encloses copy of a letter from the railway companies' representatives to Mr. W. F. Stephen, Secretary of the Milk Shippers' Association, dated July 6, and Mr. Stephen's reply of the 10th, that the parties have agreed on everything but the question of whether the shipper should help the railway company to unload the empty cans. That is the only point therefore for the Board to decide.

The empty milk cans are returned to the milk shippers on the regular passenger trains, in the baggage cars. The railway companies offer to do the unloading of the empties at any time that the number does not exceed twenty. When that number is exceeded, they contend that the milk shippers should assist by providing one man to help where the number of the cans does not exceed forty, and two men where there are more than forty cans to be unloaded. In handling L.C.L. freight and baggage it is the custom of the railway companies to do the unloading. But in such cases, the railway

companies generally have better facilities for doing the work than are available at the small stations where empty milk cans are usually unloaded. The work, of course, could be done by the baggageman and the station agent, but if there are a large number of cans, it is not fair to the passengers on the train to keep them waiting an unreasonable length of time while the railway employees are unloading empty cans and doing the other work necessary at stations during train time. The milk shippers must go each day to the station for their empty cans, and I think it is only reasonable to expect that they might arrange between themselves, by taking turns or otherwise, to have one or more of their number call for his empty cans at train time and help to unload. I, therefore, think the conditions respecting unloading of empties suggested by the railway companies should be approved by the Board. If the train is late, however, the burden of the delay should be borne by the railway company, and the shipper should not have to be present when the train is more than half an hour late.

All conditions respecting the shipment of milk in baggage cars, whether they have been mutually agreed to or not, should now be embodied in an order. Let the parties within ten days put in a draft order, the form of which they both agree to. Of course, if the parties cannot agree on the form, the Board will issue the order without consulting them further.

Messrs. Commissioners Mills and McLean concurred.

Judgment, Mr. Commissioner Mills, November 2, 1911.

Referring to the judgment of the Assistant Chief Commissioner in this matter, dated July 24, 1911, I wish to add a few words in support of the opinion expressed in my memorandum of the 21st July, 1911, regarding the point at issue between the Montreal Milk Shippers' Association and the railway companies, namely, the question as to the unloading of returned empty cans in the case of milk carried in baggage cars in passenger trains.

The railway companies maintain that, wherever the number of cans to be unloaded at any station or shipping point is more than twenty, the shippers should provide help to assist in the unloading—one man where the number of cans is more than twenty and less than forty, and two men where the number of cans is forty or more; and the chief reason given by the companies in support of their contention is that extra men, over and above the tranmen and station employees, are required to prevent passenger trains carrying milk from being unduly delayed. Apart from evidence as to the facts, this would seem to be good reason for demanding the extra outside help asked for by the companies; but the evidence given in behalf of the shippers is that wherever any of the companies have forced the shippers to provide help for unloading, the provision has been made by paying some of the railway employees for attending to the matter, and in every such case the unloading has been done promptly and without further complaint from the company,—showing that the companies generally, if not always, have in their employ the men necessary to do the unloading, without undue delay of passenger trains. It seems to be not so much a question of time as of money.

It appears that the empty cans are not all returned by the same train; some are returned by the evening train, some by the morning train, and some by the midday or afternoon train (when there is one); and this fact has an important bearing on the case, because shippers cannot always get a man near the station; and when they can get such a man, they cannot afford to pay him enough to insure his being present on the arrival of all trains which may carry empty milk cans—10, 20, or 30—the number being unknown till the train arrives; so, in order to comply with the demand of the railway companies, it would generally be necessary for some shipper or his hired man who could spare the time, to drive one, three, four, or five miles (as the case might be), two or three times a day, to be present at all the trains which carry empty milk cans—a thing wholly unreasonable and impracticable.

Most, if not all, our Canadian railway companies unloaded the empty milk cans carried by them until quite recently; and by tariffs furnished and letters received

since the writing of the Assistant Chief Commissioner, and the preparation of a draft order, it has been clearly established that at least six (we know not how many other) United States railroad companies—the Erie Railroad Co.; the Delaware Lackawanna and Western Railway Co.,; the Pennsylvania Railroad Co.; the Boston and Maine Railroad Co.; the Buffalo and Susquehanna Railroad Co.; and the Illinois Central Railroad Co.—all unload the empty milk cans carried by them in baggage cars in passenger trains.

Therefore, after fuller and more deliberate consideration of the evidence, facts, and circumstances in the case, my opinion is that the unloading of empty milk cans carried in baggage cars in passenger trains should be done by the railway companies, and that the order to be issued in this case should contain a provision to that effect.

CONDITIONS GOVERNING SHIPMENTS OF MILK IN BAGGAGE CARS.

Judgement, Assistant Chief Commissioner Scott, November 3, 1911.

I still am of the opinion I expressed in my memorandum in this matter on the 24th July last; but, nevertheless, I at that time had not in mind the inconvenience to milk shippers of having to meet several trains on the same day to help to unload empties. This point is raised in Dr. Mills' memorandum of yesterday which is now before me. It seems to me that the difficulty might be overcome by the railway companies and the shippers agreeing on what train empties would be returned, and I am willing that the draft Order be amended so as to provide that the milk shippers need only have someone to help unload empties at one train each day.

Commissioner MILLS.—

I still stand by my own judgment; but I agree to this as a tentative arrangement, with the understanding that the shippers may apply to the Board again if the Order is found unduly burdensome.

Application of J. A. Riddell for Farm Crossing over Grand Trunk Railway on Lot 35, Concession 1, Township of Williamsburg, Dundas County, Ontario. (File No. 17024).

Commissioner MILLS.—

Mr. Riddell has a farm of seventy-two acres, fifty acres north and twenty-five acres south of the Grand Trunk Railway; and he has asked for a farm crossing over the railway.

There is no doubt that Mr. Riddell needs a crossing "for the proper enjoyment of his land on the north side of the railway"; and the language of the Railway Act regarding farm crossings (Sections 252 and 253) is that:

> "Every company shall make crossings for persons across whose land the railway is carried, convenient and proper for the crossing of the railway for farm purposes"; and that wherever the Board considers a farm crossing necessary, it may "order and direct how, when, where, by whom, and upon what terms and conditions such farm crossing shall be constructed and maintained."

It appears that when the Grand Trunk Railway was constructed (in 1854), the land in question, with half a lot immediately west thereof, was owned by Henry W. Bowen, and that the railway gave Mr. Bowen a crossing which he accepted as sufficient for his farm. Subsequently, however, 72 acres of Mr. Bowen's farm (the east half of the west half of Lot 35) was sold two or three times; and it happened that the purchasers rented the 50 acres of it lying north of the railway to owners of adjoining land already provided with crossings; so no separate crossing for these 72 acres was necessary, until it was purchased by Mr. Riddell, to be worked as a separate farm, and the only peculiarity about it is that it is the result of a division of a larger farm which was originally provided with a crossing.

The practice of the Board regarding farm crossings required because of the division of larger farms into smaller ones, has not been uniform. Sometimes such a crossing has been made at the expense of the applicant farmer; sometimes the cost has been divided between the farmer and the railway company; and not unfrequently, especially in Eastern Ontario and the Province of Quebec, the entire cost has been imposed upon the railway company—the facts and circumstances, especially the size of the farms resulting from the division being considered in each case.

The standard farm in Central and Western Ontario is 100 acres; the farms in portions of Eastern Ontario and in the Province of Quebec are often much smaller; so, if a 300-acre or a 200-acre farm, each served by only one farm crossing, is divided into 100-acre farms, to be occupied and worked separately, it seems that, under section 252, the railway company should, at its own expense, provide a crossing for each of the resultant farms. There must, of course, be a limit to the installation of farm crossings resulting from the division of farm land; and I think that, generally speaking, the only plot of land which is entitled to a farm crossing at the expense of a railway company, is one which is occupied and worked separately as a farm for the support of a man and his family, whatever it may be.

In size, Mr. Riddell's farm is between the standard of Quebec and that of Central and Western Ontario; so it would appear that he is entitled to a separate crossing, wholly on his own land; but he has consented to accept a crossing on the line between him and his neighbour, Mr. Dicks.

Therefore, my opinion is that the Grand Trunk Railway Company should be directed to construct, not later than the 20th of April, 1912, a joint crossing on the line between the farms of Mr. Riddell and Mr. Dicks, as shown on plan "A" prepared by the Chief Engineer of the Board,—using, as far as it may think proper, the material in the crossing on Mr. Dick's farm, a few feet east of the dividing line between him and Mr. Riddell.

Ottawa, November 25, 1911.

Accommodation at Rutter Station on the C. P. R., Sudbury Branch. File 17241.

Commissioner MILLS.—

Rutter is a station on the Canadian Pacific Railway (Sudbury Branch) about 37 miles south of Sudbury and 6 miles south of French, another station on the same line. Rutter and French have all the equipment of regular stations—waiting-rooms, rooms for telegraph operators, freight sheds, platforms, &c.

When the line was opened for traffic, an agent was placed in charge of Rutter station and the business thereat; and all seemed well, till an agent was installed at French to look after the shipping from a sawmill and attend to other business in that locality. Then some of the Rutter business was transferred to French; and on the 1st May, 1911, the company removed its agent from Rutter, made Rutter a flag station, and arranged to keep a telegraph operator there at night to look after its night train-service.

In anticipation of the change at Rutter, 160 petitioners of Monetteville, Cosby, and Rutter,—professing to represent a population of about 2,500 people who are dependent on the station at Rutter, being cut off from French by the French River, which runs between the two stations,—appealed to the Board on the 22nd of April, 1911, against the removal of the agent from Rutter, alleging that a large (or at least a very considerable) amount of passenger, freight, and express business was done at Rutter; that the mail for five post offices in the district was regularly delivered at Rutter; and that the removal of the agent from that station would cause great inconvenience to a large number of people (over 250 families) and involve the business portion of the community in serious loss from the exposure of goods, night and day, in open sheds, to the depredations of theives who would be at liberty to steel without the slightest risk of detection.

In response to the appeal of the petitioners, the Board sent one of its inspectors to make careful inquiry as to the facts, circumstances, and conditions at the station in question; and the following are extracts from his report, made on the 22nd December, 1911:

"On my arrival at Rutter, on the 19th December, 1911, I found the freight shed nearly full of freight of various kinds; both the side and end doors were wide open to any person wishing to remove the freight; and no person was in charge. On the morning of December the 20th, I called at the station and found several teams being loaded, every person picking out his own material."

"I noticed an empty chocolate pail, addressed to T. N Desmarais, the contents of which had all been removed by unknown persons. There was also a barrel of syrup from which the head and over half of the contents had been removed; and what was left was mixed with dust and dirt which had fallen into the barrel, making the remainder of the contents unfit for use. The following is a list of beer and liquor missing from a shipment addressed to N. Perron, a hotel-keeper at Cosby: 14 bottles of porter missing, November 7th; 20 bottles of beer missing, same date; 3 bottles of scotch whisky, 1 bottle of brandy, and 7 pint-flasks of whisky missing, 24th November. And Mr. Desamarais informed me that last fall 2 pails of chocolates, 6 pounds of figs, and 3 barrels of apples shipped to him, were stolen before he was aware that the goods had arrived. Nearly every person that I called on had a similar complaint to make regarding the stealing of goods."

"I hired a team and drove to Noelville, which is 14 miles east; and while en route to this point I met 29 teams drawing hay to be shipped at Rutter. I found that Noelville and the surroundings had about 250 families. Mr. Desmarais has quite a large general store and is doing a business of over $40,000 a year. There are a couple of other small stores and a custom sawmill. When returning to Rutter, I met 14 teams heavily loaded with merchandise on their way from Rutter station. There was also three teams at the freight shed loading freight for Noelville, and two other teams unloading freight from box cars."

"The night operator has nothing to do with the freight shed or receiving and delivering freight, selling tickets, or checking baggage."

"The night I was there 18 or 20 passengers boarded train No. 25 for Sudbury and points west of Sudbury, and also for North Bay and other points east, without tickets or having their baggage checked."

"The railway company has added over 20 feet to its freight shed, which would seem to show that the business at Rutter is increasing."

"There should be a better roadway to the freight shed. It would require only two or three cars of ballast or cinders to fill a hole which is opposite the west door of the shed. The place in question is fairly good at the present time, on account of its being frozen; but I was informed by teamsters that in spring and fall it is almost impossible to get to the freight shed on account of the mud."

From a statement furnished it appears that the revenue from freight and passenger traffic at Rutter station was $4,492.76 for the year ending the 31st May, 1911. No doubt the earnings in June, July, August, and September are small, but they are very considerable in the winter and spring months; so, counting the freight and passenger traffic and the amounts paid by the Express Company and the Government for expenses and mail service during the year, we have a sum which, we are informed, is larger than the total revenue from each of several regular stations in the central and eastern provinces of the Dominion.

So much we may say regarding the matter of revenue—admittedly a very important matter, a matter which must always be carefully considered; but, whatever the revenue from any particular station may be, I think the time has come for putting an end to the practice of placing goods in open sheds, at flag stations or anywhere

else, to be stolen as above, or throwing them on the ground and leaving them (as they are often left) exposed to rain, snow, and thieves. The practice is, to my mind, clearly indefensible, and should be stopped at the earliest practicable date.

There are remedies—reasonably cheap and effective remedies—for overcoming the difficulties which arise in the handling of traffic at flag stations. A remedy has been found by the great Pennsylvania Railroad Company in the United States. A remedy can be found in Canada: and my opinion, concurred in by the Chief Operating Officer of the Board, is that, in this case, upon the evidence, some given orally and some submitted in writing, an Order should go directing the Canadian Pacific Railway Company to keep a caretaker or attendant at Rutter station, on its line of railway, to receive, protect, and deliver freight, express goods, and mail bags, between the hours of 7 a.m. and 6 p.m. daily, except Sundays,—under such control and direction as the said company may think proper; and to see that its conductors sell tickets to people who get upon trains at the said station (single and return tickets) and have their baggage checked without any extra charge.

Further, I think the company should be requested to improve the road to the freight shed, as suggested by the Inspector.

Ottawa, January 16, 1912.

Complaint of Rev. H. B. Currie, Alberni, B.C., alleging excessive freight charges by the C.P.R. on shipment of carbide from Vancouver to Alberni, B.C.

Heard at Vancouver, August 31, 1911.

Judgment, Chief Commissioner Mabee, delivered at hearing.

This matter is not a very heavy one, but it must be dealt with in just the same manner and the same principle applied as if the amount were large.

Mr. Carrie had a shipment consisting of a one hundred pound can of carbide forwarded from Vancouver to Alberni. It went by Canadian Pacific barge to Victoria and was there transferred to the wharf from which the boat sailed to Alberni, and was carried on to Alberni from Victoria and delivered at Alberni upon the wharf there, all by the Canadian Pacific Railway Company.

Section 7 of the Act makes the provisions of the Railway Act with respect to tariffs for rail haul apply to a movement of this sort, so those tariffs are under the control of the Board.

The charge is made up by the railway company in their answer amounting to $2.05, namely, Vancouver to Victoria, 55 cents, cartage, Victoria station to wharf, 25 cents, wharfage, Victoria 10 cents. Then 3 cubic feet at $16 a ton upon the basic of 10 cubic feet to the ton, $1.20, wharfage at Alberni, 15 cents, total, $2.05. Now $2.05 is what Currie says he paid for this movement, and $2.05 is what the answer of the railway company, filed on the first of last April, admits that Currie paid, and the $2.05 is made up in that way.

Now a copy of a receipt is produced showing apparently that the man paid $1.90 and not $2.05.

Mr. LANIGAN: The wharfage would add on 15 cents

Hon. Mr. MABEE: That may account for the other 15 cents, wharfage at Alberni 15 cents. That probably does account for it. That 15 cents plus the $1.90 will make the $2.05.

Now a mistake arises in connection with the measurement of this can. The railway company charged upon the basis of three cubic feet, and the actual measurement was 1.44 cubic feet as certified by the shippers of the can of carbide. That would entitle the company to charge for a foot and a half which would be 60 cents instead of $1.20. That would make the total charge $1.45 instead of $2.05. There has been an

overcharge of 45 cents. The railway company will, of course, refund that to the shipper. There is no authority given to us to order the refund. All we can do is to find that there has been an illegal charge of 45 cents in connection with this shipment.

The complainant asks to be reimbursed the expense that he has been put to in coming here and ventilating this trouble. We have never yet ordered a railway company to reimburse an applicant for his expenses or for his time. It seems upon the face of it entirely unreasonable that a man should be dragged all the way from Alberni here at a loss of three or four days and an outlay of $15 or $20 (most of which goes to the Canadian Pacific Railway) in the way of travelling expenses, and all the redress that he gets is the empty and hollow victory of getting 45 cents back from the company. On the face of it, I say all that seems absurd, that through the error of the railway company this man should be put to that trouble and expense and the Railway Company be permited to make out of him in railway and boat fare probably thirty or forty times as much as they have to reimburse him by reason of this mistake.

But on the other hand, we never have yet set a precedent, and if we commence goodness knows in what cases we will have to order the paymnet of these expenses, and it will lead to untold trouble and probably in the end will work greater injustice than it will to leave the injustice where it stands, namely, upon this man who has had to go to all this trouble and expense to get that 45 cents. In saying that it is not intended in any way to reflect upon the railway company. There is no doubt whatever that this was entirely an error, and there is also no doubt that if the true state of facts had reached the proper quarter it would have been promptly rectified, but still the system must remain open to criticism that subjects a man to the trouble that this man has been subjected. It does seem to me that when this complaint came to Mr. Jones, or whoever it is, that it was his duty, or it was the duty of somebody to get it to the proper quarter. Currie could not know who to send the complaint to. There is not one man in one hundred who would know the proper officer to deal with this. It seems to me that there ought to be some way of avoiding difficulties of this kind, and if they are not avoided and if railway companies do not take some steps to rectify a plain and palpable error of this kind, it may be necessary at some future time for the Board to adopt a principle and make a precedent that will compel the railway companies to reimburse unfortunate men who have to go to such trouble and expense to get back trivial sums.

Complaint of The Vancouver-Prince Rupert Meat Co., of Vancouver, B.C., alleging refusal of The Great Northern Railway Co. to furnish duty paid refrigerator cars for traffic between Sapperton and Vancouver, B.C.

Complaint of the Vancouver-Prince Rupert Meat Co. protesting against increase of rate on fresh meat and packing house products charged by the Canadian Northern Railway Co. from complainants' plant at Sapperton to Vancouver, and also cancellation of switching rates from New Westminster.

Heard at Vancouver, September 1, 1911.

Judgment, Chief Commissioner Mabee, delivered at the hearing.

Dealing with this first complaint, No. 3, this Vancouver and Prince Rupert Meat Company complain that the Great Northern failed to furnish them with "duty paid" refrigerator cars for this traffic in question between Sapperton and Vancouver. The Prince Rupert Meat Company located upon certain land of the railway company, leasing some and buying some adjacent.

It does not appear clearly when the question of rates was first taken up. It is said on one side that it was taken up before the building was complete, and on the other side it is said that it was not taken up until after they were ready to ship. It does not make much difference when it was taken up, the negotiations resulted in an arrangement being made whereby the railway company agreed to do certain things for the shipper, to furnish certain cars and to carry his traffic at a certain rate.

Dealing first with the kind of equipment that they agreed to furnish the parties are at variance as to that. It is just another illustration of people relying upon a verbal arrangement in connection with an important matter of this kind, and we find here just the same state of facts that one always expects to find, namely, a variance of memory as to what the actual arrangement was. The verbal statements differ. No one suggests that either side is misstating intentionally. It is all attributable to the uncertainty of relying upon one's memory. The letters differ. One side writes that two of the Great Northern cars were to be furnished, and the other side says that the conversation was that they were to furnish four and the shipper two. Now from this contradiction, both written and verbal, we have got to draw such inference as best we can. Entirely apart from any verbal bargain as to the kind of equipment that should be furnished, the law requires the company—requires all railway companies—to furnish suitable accommodation for carrying traffic. Now it goes without saying that the accommodation furnished by a car for one kind of traffic would not be at all suitable for another kind of traffic. The railway company has imposed upon it the obligation of furnishing equipment reasonably suitable for carrying the traffic of the shipper. The sort of car that would be required to carry meat would be an entirely different car from that required to carry a load of telegraph poles or a load of stone, or something of that kind, so that the law required a railway company to furnish the shipper a different sort of car for the carrying of fresh meat, and it seems to us that, under the statute, quite apart from the rules of the Interstate Commerce Commission which were made under a different law and under a different statute, in each case the fact must be decided as to whether the particular equipment is or is not suitable for carrying the particular traffic that is offered.

It seems to us that the proper finding on the question of fact is that suitable accommodation would include the furnishing of those cross pieces in the top of the car for the shipper to put his hooks on for his meat. The company did not furnish that kind of car, if it has that kind of car in service. They did furnish one or two cars of that kind, but not enough to carry this traffic. This man was entitled to all the cars, according to their powers, according to the quantity of cars they had to distribute properly among their patrons, he was entitled to enough cars of that character to carry his traffic. He was not furnished with enough cars of that kind. We think the railway company was to blame for not furnishing sufficient cars suitably equipped for the carrying of this traffic. In the future they must furnish sufficient cars, always, of course, if they have them on hand, and I mean by that, that they have a reasonable amount of equipment distributed properly among the various persons who require it. They must furnish the class of cars required for carrying this fresh meat. They knew the industry that was being started, they were familiar with it from the commencement, and the law required them to furnish, as I have said, the cars properly equipped for carrying this traffic. The shipper should not be at the expense of equipping these cars. It is the duty of the carrier to do that, and it is taken care of in the carrier's rate. If the carrier is required under the law to furnish a higher or more expensive class of equipment for carrying a certain kind of traffic than he is for another, the law intends that that extra expense in connection with the equipment should be taken care of in connection with the rate that is obtained. It does not seem, though, that in this case there is any very great expense involved in connection with furnishing these cars in the way they should have been, with these timbers or cross pieces on the top to put these hangers or hooks on. So that in connection with complaint No. 3, an Order may go requiring the company to furnish cars suitably equipped for carrying these meats for these shippers, and those cars must include the necessary cross pieces or beams, or whatever they are called, to put these hooks on.

In connection with the complaint about these rates, No. 40, when this industry was started, or some time, it is said by Mr. Costello, after it was started, there was

some negotiation about a rate. It does not seem to us to be very material to follow closely the negotiations that were entered into but it is sufficient to start at what was done by the railway company. On the 3rd of October, 1910, they issued their tariff effective on the 10th of October of that year, granting these commodity rates upon these meats, fresh, cured, smoked, dried or salted, from Sapperton to Vancouver, 5 cents per hundred pounds and switching rates at pages 46 and 47 of the tariff as amended. Now that tariff went into effect and traffic moved under it. It remained in effect from October, 1910, until the 1st of August of this year, when a supplementary was filed under which the rates are more than doubled.

It is said that the charges of $22 per car and the 20,000 lbs. minimum were made in error, and they should have been upon a mileage basis, and should have been 9 cents but the bills produced all show that on the last five cars that moved these shippers were charged $22 per car instead of something like $8.50 under the old arrangement.

Now the tariff put into effect in October of 1910 may have been too low. It is to be presumed that it was not too low. Before the railway company are permitted to increase it the law requires them to show that the tariff that they put in in the first place was unremunerative. There is no evidence whatever here that the tariff of 1910 was not remunerative. There has been no evidence given to justify the increase of more than double in the toll and raising the minimum from 17,000 to 20,000 lbs. It is said that some disagreement arose between the shippers and the company, and I do not know how that is. It is said by the shipper that a certain reason was given by Mr. Costello for increasing the tariff, and Mr. Costello says the shipper is under a mistake, that he did not give that reason at all, but these matters are not evidence that the old rate originally established was not remunerative. The company has not given any evidence to show that the old rate was not remunerative. It was put in by them voluntarily, traffic moved under it, and the presumption is that it was remunerative. Under the heading of complaint No. 40 an order may go cancelling the tariff that was filed July 18, effective August 1, and directing the company to reinstate the tariff of Ocober which shall remain in effect at least during the period of one year. If during that time the railway company can accumulate statistics to show us that this rate is not fair, or remunerative, an opportunity then will be given to them to increase its rates. In the meantime that evidence has not been given, and the old rate will remain in effect as I have said for a period of one year.

Mr. RUSSELL: Your Honour, I ask you to make an order to rebate us the amount of cash paid out for fitting up cars, and also rebate of overcharges.

Hon. Mr. MABEE: We have no jurisdiction under the statute to order rebates of any kind.

Mr. RUSSELL: It is cash paid out on their cars.

Hon. Mr. MABEE: I cannot help that.

Mr. RUSSELL: Have I to pay this $12 a car and let it go?

Hon. Mr. MABEE: I have not said that. I said we have no jurisdiction to order any rebate. I cannot help what it is for; the law does not allow us to make any order for a rebate. There are courts here in this province where the people can obtain redress where they cannot get it under the Railway Act through the medium of this Board.

Application of the Canadian Freight Association for approval of draft of proposed Local Freight Tariff of Charges for the use of Refrigerator Cars loaded with perishable freight, at points west of and including Port Arthur, on Railways subject to the Board's jurisdiction. (File 18234).

The facts are fully set forth in the judgment.

Judgment, Mr. Commissioner McLean, November 17, 1911.

At the sittings of the Board in Winnipeg on September 15, 1911, application was made by the Canadian Freight Association, western lines, to revise the charges pro-

vided by the Car Service Rules in so far as refrigerator cars are concerned. The proposed changes would leave the rate as at present for the first two days after the expiration of the authorized free time; for the next succeeding two days the charge proposed is $3 per car per day or fraction thereof; and for each succeeding day thereafter $4 per car per day or fraction thereof.

In submitting the application, Mr. Campbell, the secretary-treasurer of the Canadain Freight Association, western lines, set forth the reason for the application, as follows:—

> "In explanation of the necessity, from the standpoint of the railways, for the publication of a tariff such as proposed, I would say that they experience considerable difficulty in promptly supplying refrigerator cars as required by shippers. This condition is largely brought about by their inability to secure prompt release of such refrigerator equipment when placed for unloading by consignees who, in many cases, detain the cars under load on their siding for a considerable length of time. The object of this is apparent, *i.e.,* in many cases consignees prefer to hold freight in the cars until disposed of, in place of unloading same into their warehouses, the cars affording iced or warm storage as the case may be. Brokers who, in many cases, have no warehouse facilities, hold the freight in cars, obtaining the benefit of the cold or warm storage until they have effected disposition of the contents of the car. Consignees can well afford to do this under present conditions, as while the Canadian Car Service Rules provide for a charge of $1 per car per day after expiration of authorized free time, this is cheaper than any other cold storage charge in Winnipeg or in any city in the Northwest. The result is that shippers of perishable goods requiring refrigerator cars are oftentimes inconvenienced and deprived of their prompt use because equipment is tied up in this way. The cars designed for the transportation of such commodities should be promptly released and returned to loading stations to protect additional shipments which may perish if shippers are not promptly supplied with cars for loading. The railways cannot, and should not, be expected to own, operate and maintain throughout the year a larger number of refrigerator cars than will properly take care of the perishable freight traffic during the season in which it regularly moves. A refrigerator car of necessity is a much more expensive class of equipment than any other."

In support of the application, exhibits were filed showing the detention by consignees of refrigerator equipment at Winnipeg, Vancouver, Fort William, Edmonton, Calgary and Port Arthur. At the hearing in Winnipeg, Mr. Carpenter, the traffic officer of the shippers' section of the Winnipeg Board of Trade, desired to have additional time to look into the statistical information furnished in regard to the situation at Winnipeg, and to check up the figures as therein set forth. Mr. Walsh, manager of the Transportation Department of the Canadian Manufacturers' Association, telegraphed asking that he have an opportunity of considering the evidence submitted and making a submission on behalf of his association. The correspondence submitting the answers of Mr. Carpenter and Mr. Walsh, as well as the reply of Mr. Campbell, have now been received, and the matter is in shape to be dealt with.

The statistical tables presented cover some 586 refrigerator cars which have been detained in excess of the free time provided by the Car Service Rules. In the case of Winnipeg, the figures for some 220 cars cover the period from May, 1910, to the end of July, 1911. The figures for Vancouver representing some 138 cars cover the period from December, 1910, to the end of July, 1911. Winnipeg and Vancouver have approximately 60 per cent of the refrigerator cars showing detention in excess of free time.

Consideration of the figures presented shows that in various cases cars were held over a month; for example, one car at Winnipeg is recorded as being held for 37

days. Detentions of 20 days are quite common, while detentions of 10 days and 15 days are extremely frequent. In the answers submitted by Mr. Carpenter as to the situation at Winnipeg, the figures submitted by the railways are criticised, it being stated that the statements as to the total number of days between the time of a given car being placed and its being released should not be charged entirely as "days held by consignees," because delays may arise for which consignees are not responsible However, if the figures as corrected by him are taken it will still be found that in one case a car had a detention of 31 days in excess of free time, while detentions from 10 to 15 days are quite common. The only justifiable conclusion from the evidence is that in various cases the refrigerator cars loaded with perishable commodities are not being unloaded with due despatch by the consignees; and it further appears that, on the evidence submitted, Winnipeg consignees appear to show a special delay in unloading, no satisfactory explanation of which has been furnished to the Board. The conclusion cannot be escaped that in various instances and at different points, the cars, instead of being unloaded with diligent despatch, are being held for storage purposes.

While so much may be said, no opinion can be expressed as to the extent of the practice, for the figures submitted to the Board deal only with cars held in excess of the free time, and do not convey any information as to the ratio of these cars to the total number of refrigerator cars supplied to consignees at the different points in question.

The charge of $1 per car per day in excess of free time was not adopted with any idea that this in any way measured the average earning power of a car. Without going into the statistical material which is available on this point, it is sufficient to say that it is less than the average daily earning power of a car. Nor was it intended that the consignee should hold the cars for an extended period simply by paying $1 per day. The cars are transportation facilities, not a portion of the warehousing premises of the consignee leased from the railway on a nominal rental. A further and more important point is that such undue detention of cars for storage purposes is entirely contrary to the public interest, since every such unnecessary delay in unloading must of necessity create a hardship at some other point of the transportation network where refrigerator cars are required.

When the Board sat in Winnipeg, a telegram was received from the Traffic Officer of the Board of Trade of Vancouver, which gave a qualified acceptance of the tariff provisions which it is desired to put in force, the qualified acceptance being that for the time in excess of the first two days after expiration of free time, $2 per car for each succeeding day should be charged.

While I am satisfied that there is a grievance existing, although I cannot on the record before me express any opinion as to its extent, I do not think that the Board should attempt to multiply remedies. It is only a little over two years since as the result of the deliberations of representatives of shippers and of the railways, a bill of lading was drafted which was put in force under the Board's Order No. 7562, of July 15, 1909.

The question now before us falls within the wording of Section 6 of the Bill of Lading, which provides as follows:—

> "6. Goods not removed by the party entitled to receive them within forty-eight hours (exclusive of legal holidays), or in the case of bonded goods within seventy-two hours (exclusive of legal holidays) after written notice has been sent or given, may be kept in car, station, or place of delivery or warehouse of the carrier, subject to a reasonable charge for storage and to the carrier's responsibility as warehouseman only, or may at the option of the carrier (after written notice of the carriers' intention to do so has been sent or given), be removed to and stored in a public or licensed warehouse at the cost of the owner and there held

at the risk of the owner and without liability on the part of the carrier and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage."

Mr. Campbell, in his reply, stated that the provisions of Section 6, above quoted, will not adequately cope with the situation. However, this is a matter of proof, not of opinion. As I see the situation, the Canadian Freight Association has applied for additional power through increased tariff charges, when at the same time it has power under Section 6 to deal with the matter. For I cannot believe that this section worded as it is and contained in the document which was thoroughly threshed out by the interests concerned before it was put in its present final shape, is to be taken as a mere pious aspiration. Until it is affirmatively shown that the matter cannot be adequately dealt with under this Section, I do not think any action in the matter should be taken or direction be made by the Board. At the same time, in view of what has been said above, I cannot avoid expressing the opinion that if it is shown that Section 6 will not adequately deal with the matter, then there is sufficient of a grievance to warrant a sympathetic hearing of the case for such increased charges on refrigerator cars detained more than two days over the authorized free time as will serve as a deterrent to the use of such cars for storage purposes.

Chief Commissioner Mabee concurred.

Cox & Co. vs. Canadian Pacific Railway Co.

Heard September 19, judgment, Chief Commissioner Mabee, September 21, 1911.

The complaint is directed against the export rate on lumber from Routhier, Quebec, to Montreal.

The Order in the Canadian Lumbermen's Association case did not cover the Laurentian Subdivision of the Canadian Pacific Railway north of Nomining. A five cent rate for export was by that Order fixed for that point, and the complaint alleges that the export rates from Routhier, and other points north of Nomining, are excessive and out of line.

The following table shows the domestic and export rates upon this line of railway to Montreal from points north of Labelle:—

RATES OF LUMBER TO MONTREAL.

From	Local.			
	Miles.	Summer.	Winter.	Report.
Labelle	101	5	7½	4
Macaze	106	7	8	5
Annonciation	114	7	8	5
Lecoste	117	7	8	5
Nomining	124	7	8	5
Loranger	128	7½	8½	7
Hebert	135	7½	8½	7
Campeau	143	7½	8½	7
Routhier	150	8	9	7½
Mont Laurier	159	8	9	7½

The local of 7 cents and export of 5 cents from Nomining are presumed to be reasonable; the 8 cent local from Routhier is not attacked, and may also be regarded as reasonable. If the local is stepped up 1 cent between these points, why should the export rate be increased by 2½ cents. The question in this case is not whether a carrier is bound to establish export rates lower than its locals, but rather, whether having established export rates up to Nomining that bear certain proportions to the locals,

it should be permitted to establish beyond that point export rates that bear a much higher proportions to the locals. If this were permissible, if a carrier chose, it could by this means establish all sorts of discriminatory rates. The cost of operation being eliminated there would seem to be no good reason why the same principle of rate making should not apply north of Nomining as to the south of it. The company fixes its local and export rate, the one bearing a certain proportion to the other from Nomining. These are admittedly reasonable and proper rates. A different principle seems to have applied in determining the rates from stations to the north. Mont Tremblant is 36 miles south of Nomining. The export rate from that point is 4 cents, while from Routhier, 26 miles to the north, the export rate is 7½ cents. If it is reasonable to step up 1 cent for the 36 miles in the one case, how can it be reasonable to step up 2½ cents for the 26 miles in the other?

I think the export rates from Loranger, Hebert, and Campeau must be reduced to 5 cents, and from Routhier and Mont Laurier to 6 cents, and a tariff to that effect filed.

Assistant Chief Commissioner Scott and Mr. Commissioner Mills concurred.

Plymouth Cordage Co. v. *Grand Trunk, Michigan Central and Wabash Railway Companies.* (*File 9278*).

The Plymouth Cordage Company of Welland, Ont., complained to the Board that the freight rates from Welland, Ont., to Canadian points were unjustly discriminatory as compared with rates from North Plymouth, Mass., Buffalo, N.Y., Auburn, N.Y., and Chicago, Ill., and applied for a refund in connection with alleged overcharges.

For judgment upon original application see Board's report for 1910, at page 242 et seq.

The Plymouth Cordage Co. applied for a rehearing upon the ground that the judgment given was opposed to the facts, to the law in the matter and the general public interests.

Judgment, Commissioner McLean, November 6, 1911.

The original attack on the rates concerned was on the ground that they were discriminatory. I have endeavoured to give full weight to the argument presented by Mr. German at the rehearing, but I am unable to see that the opinion I had already expressed in this matter should be changed.

The proposition contained in the draft order is in effect that the Auburn rate "via Niagara frontier" less two cents per hundred pounds shall be taken as the maximum on shipments from Welland. This is subject to the qualification that when existing commodity or fifth-class rates from Welland to shorter distance points are less than would be given by the Auburn basis as reduced, the aforesaid rates shall apply as maxima.

I have already expressed my opinion regarding the Auburn rate basis in the following words:—

> "It is, however, alleged by the railways that there is no movement of binder twine from Auburn into Canada. The applicants do not controvert this statement. It follows, then that under existing conditions and notwithstanding the lower rate basis there is no competition. The rate is, in effect, a paper rate and cannot be used as a measure of the reasonableness of rates from Welland to intermediate Canadian points. If a different state of facts arose, it would be pertinent to consider the Auburn rate."

I do not understand that the situation is so changed as to justify a consideration of the Auburn rate. The application as to discrimination failed: the relief proposed is by way of finding that the existing rates are unreasonably *per se*. Concerning this phase of the matter, I express no opinion. Without derogating from the

Board's power to act in the matter of its own initiative and to give such remedy as to it seems proper, it does seem to me that in a case formally launched as this was, and presented by counsel who had the assistance of a skilled traffic expert, the Board should not relieve the applicants from the preliminary burden of establishing that the rates are unreasonable *per se*.

Chief Commissioner Mabee, November 7, 1911.

I am of opinion that the rate is unreasonable and the Auburn rate less two cents should be applied as Mr. Hardwell recommends.

Mr. Commissioner Mills agreed with Chief Commissioner Mabee.

Re *Prescott Coal Case.*

The coal dealers of Prescott complained to the Board that the charge of twenty cents per lb. paid the C.P.R. for shunting a car of coal to its yard at Prescott, was unreasonably high and excessive, and applied for an Order requiring the Company to reduce its charge.

Judgment, Chief Commissioner Mabee, November 23, 1911.

I think, in this case, the Canadian Pacific Railway Company should be required, within thirty days, to reinstate their Tariff effective September 1, 1908, of fifteen cents per net ton, minimum $3 per car, for this switching service at Prescott. It is not interswitching and does not fall under the General Order. In any event the company has only applied the feature of that Order that was of benefit to itself; it has not applied the maximum of $8 per car.

Assistant Chief Commissioner Scott and Mr. Commissioner Mills concurred.

PROPOSED INCREASE IN RATES ON HAY SHIPPED FROM ONTARIO AND QUEBEC TO POINTS IN EASTERN UNITED STATES.

The facts are fully set forth in the judgment.

Judgment, Mr. Commissioner Mills, December 22, 1911.

On the 22nd of September last, the Montreal Board of Trade, through W. S. Tilston, the manager of its Transportation Bureau, applied to the Board, in behalf of the Montreal Hay Shippers' Association, under Section 323 of the Railway Act, for an order disallowing a proposed increase in the rates on hay shipped from Ontario and Quebec to certain points in the United States, alleging that the said increases amounted to an average of $5.20 per car of hay weighing 13 tons, which increase the Grand Trunk, Canadian Pacific, Canadian Northern Quebec, and the Quebec, Montreal and Southern Railway Companies proposed to make effective on October 16, 1911.

On the 12th of October, the Board ordered the postponement of the effective date of the proposed new tariffs to January 1, 1912, including also the tariffs of the Canadian Northern Ontario, Central Vermont, Ottawa and New York, Central Ontario, Thousand Islands, Lotbinere and Megantic, New York Central, and Rutland Companies. (Order No. 15080).

The following table, prepared by the Chief Tariffs Officer, shows proposed increases in the rates per 100 lbs. at representative points in the shipping sections:—

From	To Boston.				To New York.					
	Local.		Export.		Track.			Lightered.		
	Present.	Proposed.	Present.	Proposed.	5th Class.	Present.	Proposed.	Present.	Proposed.	5th Class.
Lancaster	19	21	20	21	23½	19	21	20	22	22
Ormstown	18	20	19	20	23	18	20	19	20	22
St. Constant	18	20	19	20	23	18	20	19	21	22
St. Hyacinthe	18	20	19	20	23	18	20	19	21	22
Sherbrooke	18	20	19	20	23	18	20	19	21	22
Lyster	19	22	20	22	24	19	22	20	23	23
Verchères	18	20	19	20	23	18	20	19	21	23
Yamaska	18	20	19	20	23	18	20	19	21	23
St. Jerome	19	21	20	21	24	19	21	20	22	23
Three Rivers	19	21	20	21	24	19	21	20	22	23
Casselman	19	21	20	21	23½	19	21	20	22	22
Arnprior	21	23	22	23	27	21	23	22	24	25
Pembroke	23	25	24	25	28	23	25	24	25½	27
Montebello	19	21	20	21	25	19	21	20	22	23
Labelle	19	26	20	26	32	19	26	20	27	31

These figures show that, to Boston, the proposed ruling increase is two cents per 100 lbs. for local delivery (Labelle 7 cents), and one cent per 100 lbs. for export (Labelle 6 cents); the local and export rates to be identical, instead of the export being one cent higher than the local, as at present; to New York, the ruling increase is two cents per 100 lbs. for both track and lightered delivery (Labelle 7 cents), the excess of one cent per 100 lbs. over track delivery being the charge for lighterage, as at present.

The figures also show that, with some exceptions, the proposed rates to New York, including lighterings, are somewhat lower than 5th class, which is the rating of hay in the Official Classification.

The Companies' Answer.

Mr. C. A. Hayes, representing the railway companies, argued at some length in defence of the proposed increases, starting out with the general statement that:—

"The tariff which it is intended to supplant is not fairly remunerative to the carriers when the nature of the service rendered and the conditions under which it is rendered are taken into account."

"Conspicuous peculiarities distinguishing this from other traffic" were said by Mr. Hayes to be as follows:

"A. Movement spasmodic, not capable of being foreseen and not occurring with any regularity as to volume."

"B. Movement affected by usages of the trade and lack of terminal facilities at the chief markets in the United States, resulting in extreme detention of cars and their diversion to remote places."

The character of the movement under 'A' was illustrated by a table showing the total export of hay from Canada to the United States during the fiscal years (March 31st) 1902 to 1911: but it is doubtful whether such variation in amount from year to year is peculiar to the hay crop; and it should be borne in mind that the variation thus set forth is not in the total tonnage of hay shipped from year to year, but only in the amount shipped to the United States. It is generally true that when many car loads of hay are shipped to the United States, a relatively small number of such loads are shipped to points in Canada, either for home consumption or for export to Europe; and, *vice versa*, when the number sent to the United States is small, the number required for shipments to points in Canada is relatively large; so the variation in

the total amount of hay shipped from year to year is not nearly so great as in the amount shipped to the United States. When the demand for the United States goes down, that for Canada usually goes up; and a striking variation in shipments to the United States does not prove that there is any such variation in the total annual shipments of hay, including points in both Canada and the United States.

Further, I am unable to understand why it is any more difficult to forecast the probable yield of hay at home and abroad than of other farm crops. I think it is quite as easy; and we should bear in mind that hay does not require special equipment. It is shipped in ordinary box cars; and when there is a light crop, such cars can be used for other kinds of traffic, without the least loss, trouble, or inconvenience.

Disabilities said to exist under 'B' are as follows:—

1. Inadequate terminal facilities at the principal United States receiving points, resulting in excessive detention of cars.

No company is under obligation to load and ship cars to any point at which a blockade exists, until the blockade is removed; and it is well known that our imports from are much greater than our exports to the United States; so it happens that our Canadian Railway Companies nearly always have more United States cars in Canada than there are Canadian cars in the United States. Hence, speaking generally, the Canadian Railway Companies have not much ground for complaint under this head.

2. Shipping points are mainly the smaller stations, which, not being receivers of much inbound traffic, have to be supplied with empties from a distance.

This is, no doubt, a disadvantage, but it is not peculiar to hay; precisely the same difficulty arises in providing for shipments of other crops, and of forest products, etc.

3. Hay is not a quick loader, being frequently hauled miles to the station.

This also, is a disadvantage; but it is not confined to hay. Hay, like other commodities, is subject to a demurrage tariff, and our Canadian Car Service Rules do not give it any extra time for loading.

4. Detentions to loaded cars, due to frequent embargoes arising from congested United States terminals.

An exhibit shows this to be true of the New York, Philadelphia, and Baltimore terminals; but, as stated above, no company is under obligation to forward cars to any foreign terminal while there is a blockade therein.

5. Detention of at least twenty-four hours at the United States frontier port for inspection, weighing, and entry therein.

This applies not only to hay, but to other commodities as well; so there is no exceptional ground for complaint under this head; and hay for export by sea has not to be weighed.

6. Free lighterage at New York.

Whether the deduction for lighterage at New York is or is not taken into account in making the rates, hay is no exception to the rule, because the carload rates include free lighterage on all traffic.

7. Diversion of cars by United States roads to other than contract destinations.

"The force of this objection," says the Chief Traffic Officer, "I am unable to see, because the cars would have to be supplied even if the ultimate destination were on the shipping order given to the initial Canadian carrier; and hay is not the only commodity so handled."

8. The United States companies "are by no means generous in supplying cars for hay."

I presume this is so; and yet a tariff increase, suggested by the United States companies, is now proposed by the Canadian companies, of which increase the said United States companies would receive approximately two-thirds. Further comment is unnecessary, excepting a reference to an exhibit which shows that for the year

ending September 30, 1911, leaving out the Q. M. & S., companies engaged in the traffic under consideration, received 60 per cent of their needed equipment from their United States connections.

9. "Last and by no means unimportant, it creates stress and strain upon the carriers themselves, which requires most strenuous effort, causes great inconvenience, and brings about a very great derangement of regular business."

"Strenuous effort," says the Chief Traffic Officer, "is to me a new factor in rate-making. Though it is especially evident in the movement of the western grain crop, I am not aware that it is represented in the rates. Inconvenient, or not, the traffic is actively competed for; and, though I have had some experience in this particular item of traffic, I have never regarded it as otherwise than regular."

No doubt these points, though most of them are not peculiar to the hay traffic, are factors which might properly be considered in making commodity rates; but Mr. Hayes mentions them as reasons for increasing rates already established, notwithstanding the fair assumption that they were all within the knowledge of the men who made the present tariffs, every one of the characteristics referred to having been incidental to the traffic for many years past.

I think there can be no reasonable doubt about the knowledge of Mr. Hayes' predecessors, for there was a very considerable quantity of hay shipped to the United States when the finishing touches were given to the present rates. In 1895, the amount was 137,514 tons; and in 1896, it was 182,719 tons,—as much then as now.

Further, Mr. Hayes says, it is safe to assume that the officers who established those rates could not have foreseen the great increase in the cost of railway operation.

It is undoubtedly true that there has been a great, and perhaps unforeseen, increase in the cost of railway operation; but it is equally true that there has been a great increase in operating economies—grades have been reduced, curves flattened, road-beds improved, heavier rails laid, more powerful engines constructed, and cars of much greater capacity provided.

"The present standard 36-foot car did not appear in the Canadian Classification until 1902. Although the international minimum is 20,000 lbs., Mr. Hayes gave the average load as 13 tons, adding that he had known this car to be loaded to 29,000 lbs. Under the local tariff of 1898, the cars then in service would not carry such loads of hay as ordinarily pressed; indeed that tariff to Boston carried a minimum of 18,000 lbs. for cars under 30 feet in length. Then again, the per diem system of compensation for cars on foreign lines was not adopted until 1902; under the previous mileage method unreported diversions were of common occurrence, to the detriment of the earnings to which the owning company was entitled." (Report of the Chief Traffic Officer).

The volume of general traffic has increased almost pari passu with the increase in the cost of railway construction and operation; and, as regards the traffic in question, we may call attention to the fact that the rates on hay have been twice increased since 1898. In that year, the rates to Boston, local and export, were generally speaking, 3 cents per 100 lbs. lower than they are now; and to New York, including lighterage, they were 1 cent per 100 lbs. lower. In 1899, there was an interim advance, and in 1900 there was a further advance, which resulted in bringing the rates up to the present basis.

QUESTION OF VALUE.

The question of value as a factor in the rates was discussed in the examination of Mr. Scott, a Montreal hay exporter, by Mr. Haight, counsel for the Grand Trunk, the latter endeavouring to show that with the present prices, say $8 to $15 a ton at St. Hyacinthe, the proposed rates were not unreasonable. Mr. Scott's answer was that with this year's prices, his profits would be reasonably satisfactory; but that, under

ordinary conditions, with hay from $6.50 to $7.50 per ton, the new tariff would put him out of business. The government Blue Book shows that during the fiscal years 1900 to 1910 inclusive, the price of hay exported to the United States averaged $7.67 per ton; in 1906, it was $6.55; and in 1899, when the interim increase in rates referred to above was made, it dropped from $7.57 to $5.10 per ton.

CONCLUSION

Everything considered, it seems to me that the present rates, which have been in force nearly twelve years, are fairly remunerative to the railway companies. I think they are all that the traffic can bear; and my opinion, concurred in by the Chief Traffic Officer of the Board, is that the said company have not succeeded in justifying the increases in question. Hence my judgment is that an Order should go disallowing all tariffs embodying increases in the rates on hay from the Provinces of Ontario and Quebec, Canada, to points in the United States.

Mr. Commissioner McLean and Assistant Chief Commissioner Scott concur.

Galt Horse Show Association vs. G.T.R. Co. (File 18573).

The facts are fully set forth in the judgment of the Chief Commissioner.

Judgment, Chief Commissioner Mabee, January 3, 1912.

The Galt Horse Show Association submit for the opinion of the Board the following question: In circularizing the railway ticket agents giving the terms of tickets to the Galt Horse Show held in June, 1911, the Grand Trunk Railway Compnay in error advised their agents to charge 50 cents for the gate coupons instead of 25 cents, which patrons to the show required to buy to obtain the lower transportation rate. Who is entitled to the extra 25 cents which the railway company collected from persons who bought these coupons.

The Show Association claims that it should be entitled to the extra 25 cents that each of the persons paid. The railway company explains how the error occurred, namely, through the revision of the form of the title page of the circular sent out. The clerk who revised the circular having before him one of a similar character in connection with the Montreal Horse Show which was being used as a ground work. The necesary changes were made in order to fit the conditions at Galt, but the change in the admission fee was overlooked, the Montreal Association having charged 50 cents instead of 25 cents. This circular stated that this 50 cent charge was for admission at the gate of the Horse Show. It was not made as any part of the transportation charge of the railway company. Each pasenger buying a ticket with one of these coupons attached paid this 50 cents, as he thought, for entry at the gate. I presume many of them afterwards learned that the gate entry on these tickets should only have been 25 cents, thus causing irritation to the officers of the association. The railway company does not claim this money. Of course, it is not entitled to it. It is equally impossible to understand how the Galt Show Association is entitled to it. Their admission fee was 25 cents—not 50 cents. The money belongs to those who paid it in error, and neither the railway company nor the Horse Show Association have any title whatever, either legal or moral, to these various sums that were so paid.

If there is any way of ascertaining the persons who made these payments, the railway companies should return the money to these persons. In any event, it is not a matter that the Board can do more than express the foregoing opinion.

Judgment, Mr. Commissioner McLean, December 4, 1911.

The railway has collected an additional sum to which neither it nor the Horse Show is entitled. I do not see that we are in a position to say that this should be paid over to the Horse Show authorities, although they are willing to accept it on the terms suggested by Mr. Davis.

SESSIONAL PAPER No. 20c

Application of the Dominion Sugar Company, Limited, for Re-adjustment of Rates on Sugar, in Car lots from Wallaceburg, Ont., to Winnipeg, and other Manitoba Points, and for an Order against the Pere Marquette, the Chatham, Wallaceburg and Lake Erie Railway Company and their connections, the C.P.R., the G.T.R., the M.C.R., the G.T.P., and the C.N.R., Directing them as the Board in its wisdom may deem proper. (*File 18567*).

Judgment, Mr. Commissioner McLean, February 1, 1912.

The application as launched has two phases: (1) the matter of the refining-in-transit rate at Wallaceburg, and (2) the rate basis from Wallaceburg to Winnipeg.

The refining-in-transit privilege was not pressed at the hearing. It was, however, included in the original application, and it has also been subsequently referred to in a letter dated January 23, 1912, in which Mr. D. A. Gordon, General Manager of the Dominion Sugar Company, lays stress on the importance to his company of the refining-in-transit rate. The Board has no power to order the installation of a milling, or what is analogous, a refining-in-transit rate. This is a matter which lies within the discretion of the railway. The only way in which the Board has any jurisdiction in the matter is where it is alleged that the milling-in-transit rate as installed discriminates against some other point.

The consideration of the attack upon the existing rate basis requires some attention to be given to the geographical situation of Wallaceburg, since it is contended that the existing rate basis does not take due cognizance of the geographical advantages possessed by Wallaceburg. Wallaceburg is located 542 miles west of Montreal. At present, the rate on refined sugar from Montreal to Winnipeg over the Canadian lines is the same as from Wallaceburg to Winnipeg, viz., 71 cents per hundred pounds in car lots. When the short line rail mileage are taken, it appears that from Montreal to Winnipeg is 1,420 miles, while from Wallaceburg to Winnipeg is 1,429 miles. By way of lines through the territory of the United States, the distance by way of Sarnia, Manitowoe and Duluth to Winnipeg is 1,028 miles, which is made up as follows:—

	Miles.
Père Marquette to Manitowoe	319
Soo line to Duluth	331
Duluth, Missabe Northern & Canadian to Winnipeg	378

On shipments to points in the Northwest, the Canadian lines blanket the territory from Montreal to the Detroit and St. Clair rivers. In the course of the hearing, reference was made to the fact that there is an exception in regard to the rates on salt which was taken out from the blanket rate. This was the only exception referred to at the hearing, and no other exception has appeared after the tariffs have been checked. It is, therefore, an established practice to give over a territory extending over 500 miles west from Montreal a blanket rate to points in the Canadian Northwest.

As has been indicated, Wallaceburg is 542 miles west of Montreal. Furthermore, it is by rail connections through United States territory 392 miles nearer Winnipeg than is Montreal. As to the allegation that Wallaceburg has certain geographical advantages, it is apparent that in regard to its proximity to the lakes, as well as to its mileage through the United States to Winnipeg, it does possess certain geographical advantages. Without developing the point, it may be recognized that in respect of waterborne transportation and the competition arising in connection therewith, Montreal also has geographical advantages. As, however, Montreal was not heard in the present case, it is unnecessary to attempt to estimate the comparative value of the water advantages possessed by the two points.

In so far as the advantage of rail situation is concerned, the Board must take cognizance not only of the rail mileage through United States territory, but also of the actual route which must be traversed by rail in Canada. The Board must recog-

nize the existing rail conditions in Canada as it finds them, and it therefore appears that while Wallaceburg is over 500 miles west of Montreal, it is as a matter of fact 9 miles farther from Winnipeg by the Canadian route than is Montreal. For all practical purposes they may from the standpoint of Canadian railway mileage be regarded as equi-distant from Winnipeg.

The Canadian mileage being substantially the same from both points to Winnipeg, it results that the Montreal-Winnipeg ton-mile rate is one cent, while the Wallaceburg-Winnipeg ton-mile rate is ·998 cents.

The crux of the application as to rates from Wallaceburg is that during a portion of 1909 and 1910 there were in existence by way of the Père Marquette and Michigan Central 60-cent rates to Winnipeg, while at the same time the 71-cent rate did and does apply by the Canadian lines to Winnipeg. Taking Winnipeg as a representative point, the situation was as follows:—

Père Marquette R. R. tariff C.R.C. No. 1106, effective December 1, 1909, published a commodity rate of 20 cents per 100 pounds, Wallaceburg, Ont., to Duluth, Minn., which had the effect in connection with the current fifth-class tariff rate of 40 cents per 100 pounds beyond Duluth of establishing a through rate, Wallaceburg to Winnipeg, of 60 cents per 100 pounds. On December 20, 1909, this tariff was amended by supplement No. 9 to P.M.R.R. tariff C.R.C. No. 940. Under this supplement, a through rate of 60 cents to Winnipeg was quoted. This tariff was taken out by the P.M.R.R. supplement No. 14 to tariff C.R.C. No. 940, effective April 20, 1910, which had the effect of withdrawing all rates lower than the regular fifth-class basis. The situation as to the Michigan Central Railway is that M.C.R.R. supplement No. 9 to tariff C.R.C. No. 1220 was published effective February 15, 1910. This established in connection with the Chatham, Wallaceburg & Lake Erie Railway the same through rates as were then in effect via the Père Marquette, the route being either via Duluth or via Minnesota Transfer and Duluth. These rates were withdrawn by M.C.R.R. tariff C.R.C. No. 1599, effective June 20, 1910.

The Board is now asked for an order directing the establishment of a 60-cent rate. While the application, as launched was apparently of wider scope, it was admitted by counsel for the applicant that the claim was limited to the Père Marquette and Michigan Central. For it was recognized as an established principle that while such a lower rate had been established, it was in the discretion of the competing Canadian lines whether they should meet this lower rate or not, whether such lower rate is attributable to shorter mileage or any other cause. It may be noted that on February 1, 1910, the British Columbia Sugar Refining Company complained to the Board that the 60-cent rate interfered with the existing rate adjustment, and should therefore be made applicable to the movement from Vancouver eastbound. In dealing with this contention, a memorandum of the Board, issued February 23, 1910, said:—

> "It is entirely in the discretion of the Canadian Pacific railway whether it shall meet on the movement of sugar from Vancouver to Winnipeg and other points mentioned in complaint, the rates introduced by the Père Marquette from Wallaceburg to same points, and the parties should be so advised."

This principle does not relieve the railway with the higher rate from an attack on its rates as unreasonable; but the fact that it does not reduce its rates to meet the rates of its competitor does not afford any essential evidence of unreasonableness of the rates which it is charging.

It was contended by counsel for the applicant that the fact that the Père Marquette and Michigan Central had maintained 60-cent rates for some period of time was evidence of these rates being reasonable and that the burden was on them to justify the 71-cent rate which had been in existence prior to the reduction spoken of and which is now in operation as the result of this rate having been taken out. This, in general, is an accepted canon of rate regulation, although it must at the same time be recognized that special circumstances may have to be considered. For example,

if a low rate basis continuing over some period of time were the outcome of an especially effective water competition it would not necessarily follow that when this water competition was removed, the placing of a rail rate on a higher basis would mean that the railway would have to bear the onus of disproof. But whatever may be the general situation as to rates on the movement within Canada, it must be recognized that the situation is different here. The railway participating in the rate have been indicated above. The 60-cent rate was built up by adding to the 5th class rate of 40 cents applying from Duluth, as well as from Fort William, to points beyond, a commodity rate of 20 cents. It appears that in the first instance the Père Marquette did not quote an inclusive through rate, but that the rate made was made up as a combination through rate. It is represented that the Père Marquette endeavoured to have its connections beyond Duluth accept a shrinkage in their proportion of the through rate, but that they refused to do this and that they received throughout the 40-cent rate which is at present received. The 40-cent rate from Duluth is not attacked. If it were attacked, it does not appear how the Board would have jurisdiction to deal with a rate from a point in the United States to a point in Canada. The essence of the complaint is an application to have the existing 31-cent rate to Duluth replaced by the 20-cent rate to Duluth. The Board has no jurisdiction to do this. In *Davy vs. the N. St. C. & T. Ry. Co. and the M. C. R. R.,* a somewhat analogous state of facts was before the Board in connection with the question of pulp rates from Thorold to Suspension Bridge, N.Y. The Board disallowed a 3-cent rate which had been put in and ordered the re-establishment of the 2-cent rate which had hitherto existed. On subsequent consideration of the matter by the Board, it was held that this being a matter of an international rate was one which fell within the jurisdiction of the Board only in so far as the haul within Canadian territory was concerned.

It is alleged that the 20-cent rate was taken out because of pressure brought to bear by the Canadian railways. Whether this is so or not is not established. The Chatham, Wallaceburg and Lake Erie Railway which participated in the rate is willing to re-establish it. No statement on this matter was made by either the Père Marquette or the Michigan Central. But the crucial question is one of jurisdiction and this the Board does not possess.

In the argument of Counsel for the applicant, the question of the rates on raw sugar was imported into the discussion, and as this ancillary phase of the question, while not presented in the original application, was regarded as material to the presentation before the Board, some analysis of the situation must be made. The raw sugar used at Wallaceburg is obtained, so far as imports are concerned, from Austria, Belgium, and the British West Indies. About 20 per cent of the raw sugar used at this point is obtained from local grown beet root. It was stated by Counsel for the applicant that practically 80 per cent of the raw sugar used in refined sugars that are shipped west is brought in via the Atlantic seaboard, and that this arrives at Montreal, coming in by water. At the same time, it was stated by the railways that from 52 per cent to 62 per cent of the raw sugar is brought into Montreal by rail. To what extent water transportation is available in the carriage of raw sugar to Wallaceburg was not developed. It is alleged by the railways in a letter submitted by the chairman of the Canadian Freight Association, under date of January 23, 1912, that during the season of navigation raw sugar moved from Montreal to Wallaceburg via an all-water route. It is not necessary to lay any especial stress upon this, because it is not presented in such a way as to enable one to estimate the importance of the water transportation as a factor in the movement to Wallaceburg.

It is alleged that Wallaceburg is not on a proper rate basis for raw sugar as compared with Montreal. Raw sugar may be imported via Montreal from Halifax and St. John by rail. There is also the question of the water movement by Montreal. It is also imported via the ports of Portland, Boston, New York, and Philadelphia. For purposes of comparison, Halifax and New York may be taken. In connection with the

New York rates, there was some question as to the actual rates. In arriving at the net rate, the cost of lighterage must be considered. Tariff references give the following rates from New York:—

From New York, N. Y., to—	Exclusive Lighterage cts. 100 lbs.	Inclusive Lighterage 3 cts. 100 lbs.
Wallaceburg, Ont.—		
N. D.—G. E. Supp. 88, C. R. C. 10	.....	15
Montreal, Que.—		
N. D.—G. E. Supp. 88, C. R. C. 10	11	14
N.Y.C.A.—19885. C.R.C. 1944 (Via Huntingdon and G.T.Ry.)	12*	15
West Shore R.R.—A-6933, C.R.C. 513 (Via Huntingdon and G.T.Ry.)	12†	15

*Tariff states rate applies on sugar F.O.B., N.Y.C., & H.R.R. Pier at 60th Street.
†Tariff states rate applies on sugar F.O.B., West Shore R.R. Pier at Weehawken, N.J.

A summary statement for New York and Halifax follows:—

Rate.	—	Miles.	Rates per ton per mile.
11	New York—Montreal	385	·0057
12	New York—Wallaceburg	649	·0037
13	Halifax—Montreal	837	·0026
14	Halifax—Wallaceburg	1,370	·0020

It being stated by Counsel for applicant that 'as a matter of fact the raw sugars that are used in Wallaceburg come in via the New York gateway,' it follows that it is the respective positions of Montreal and Wallaceburg to New York in respect of raw sugar he has in mind in complaining of a disparity in rates.

In developing his position, Counsel for applicant said in substance he desired to average up the total of the raw sugar rates in and the refined sugar rates out. He contended that it was unfair to blanket the refined sugar unless the raw sugar was also blanketed. Coupled with his references to the position said to exist as to the water-borne transportation of raw sugar into Montreal, it would appear that this is a contention that aside from any question of the reasonableness of the rates, railways are required through reduction of rates to place manufacturers situated in different sections of the country on an even keel as to costs of production. But the Board has already held that this position is untenable.

Canadian Portland Cement Co. v. Grand Trunk and Bay of Quinte Ry. Cos.
9 Can. Ry. Cas. 211.

But while this phase of the complaint deals with the alleged unfairness of a blanket existing on the refined sugar without a similar blanket on the raw sugar, further analysis shows a fundamental difference between the situations. Whether the blanket unduly disregards distance or not as to points between Montreal and the Detroit and St. Clair rivers, it appears that the refined sugar rate from Montreal and Wallaceburg is the same for substantially the same distances. Now, in the case of the raw sugar, the situation is that for a haul longer by 264 miles, Wallaceburg is one cent above the New York-Montreal rate. It is apparent, then, that the refined sugar rate affords no measure of the raw sugar rate when the disparity in distance is so great.

Assistant Chief Commissioner Scott and Mr. Commissioner Mills concurred.

Application, Canadian Fraternal Association, under Sections 26, 30 and 318, for an Order prohibiting the Grand Trunk Railway, Grand Trunk Pacific Railway, Canadian Pacific Railway, Canadian Northern Railway, and the Michigan Central Railroad Companies, from collecting twenty-five cents from each delegate attending the conventions or meetings of said societies for viseing or certifying to each certificate issued to each of such delegates, showing that he has purchased a single ticket from his place of residence to the plac eof meeting: and (2) directing that each and all of said Railway Companies charge a single fare only to each delegate attending conventions or meetings of the association, as his fare for going to and returning from any such conventions or meetings, provided there are one hundred or more delegates in attendance at such convention or meeting.

Oral Judgment, Chief Commissioner Mabee, delivered at the close of the hearing, February 9, 1912.

The contention of the applicant here is of a two-fold character. The first claim is that this twenty-five cent charge for viseing these certificates is not a 'toll' within Section 9 of 7-8 Edward VII. The section referred to was drawn with the idea of covering every conceivable charge that a railway company, or any person on behalf of or under the authority or with the consent of the railway company, could make in connection with the movement of traffic. Bearing that in mind, it has got to be construed liberally.

This twenty-five cent charge is made, we think, by the railway company in connection with the transportation of passengers. It is unfortunate that the clause in the tariff that has been referred to was worded as it is. It was not necessary to use the word "fee," and it was not necessary to set out in that clause that this charge was made with a view of defraying expenses. It does not say distinctly that it is intended to raise a fund to defray the expenses of the special agent, but to defray expenses generally, I should think, would be the interpretation of these words. There is no more necessity of putting in these words "to defray expenses" in this document than there would be to put these words in any special freight or passenger tariff or any standard freight or passenger tariff that a carrier might file. Everybody knows that tolls are levied; that the law authorizes railway companies and carriers to levy tolls with the view, first, of defraying expenses; and then, if, as sometimes happens, there is anything left over, it goes to those whose money has been put into the enterprise. Probably, if the word "fee," in the expression I have referred to, had not been in this tariff, it probably would not have invited the attack that has been made upon it. We came to the conclusion that this twenty-five cent charge is a "toll" or charge made in connection with the transportation of passengers. That is the first thing we find.

Secondly, we find, possibly not without some hesitation, and admitting that the matter is arguable, that that twenty-five cent charge is covered by this tariff, although in the unfortunate form to which I have adverted, and that the railway company is within its right in making the charge.

I can understand how some of these delegates who attend these conventions may feel about the payment of this twenty-five cent charge. But, before we interfere, this fact must be remembered: certainly carrying passengers for a cent and a half a mile is carrying them at a pretty low rate. This is a concession made by the railway companies to people travelling in large numbers. The railway companies have discretion in connection with reducing fares. The law does not give this Board any jurisdiction over railway companies to compel them to issue "excursion rates." If this were an application to compel the railway companies to carry bodies of people of three hundred or more at one-way fares, we would have no jurisdiction to compel the railway companies to put in any such tariffs, at any rate without proof that it would prove remunerative to the carriers.

Now, in effect, this is an application to compel the railway companies to take twenty-five cents off the tariff that they have filed. The tariff is a one-way fare plus twenty-five cents; and, in effect, the request is that the railway companies be compelled to carry at a one-way fare only.

We have had applications from different sources, one in particular from Montreal a year or two ago, to compel the railway companies to issue excursion tickets to some ice festival or ice palace, or something they were having down there. We had also one from Sherbrooke in connection with a snowshoe association. The railway companies came to the conclusion that issuing fares for meetings of that kind was not in the interest of the country. It was advertising that the country was cold; that the people engaged in the luxuries of ice palaces and the like, and the railway companies did not think that was good immigration advertising. They said, "We will not issue return tickets or excursion fares to demonstrations of that sort." We were asked to intervene, and we held that we had no jurisdiction to intervene.

A railway company issues tickets to three hundred people or more, and we are asked to say that three hundred is too many, that it ought to be cut down to two hundred and fifty or two hundred. The answer is that the statute does not give us any authority to do anything of the kind. The railway companies have the right, if they like, to apply the regular return trip fare to any number of persons travelling from the same place to the same place, or as these people do, to these gatherings, unless it were established that the practice produced unreasonable earnings.

The application, we think, must fall upon both heads, first, with reference to the 25 cent charge, and, second, with reference to the contention that three hundred is too many.

I think it would be advisable for the railway companies to revise this unfortunately worded clause, and set forth more clearly what, evidently, the intention was when the tariff was filed.

Judgment Mr. Commissioner McLean.

In regard to the tariff, I have indicated already the view I take in the matter. I differ slightly from what the Chief Commissioner has said. I cannot quite see that the tariff, as worded, falls within the definition of a toll contained in section 9 of Chapter 61, Edward VII, 1908. I think it is legitimate to assume that, when the association saw fit, acting for the company, to put in the words "defray expenses," put in small capitals and in connection with the question of validation, they were indicating that that was a special expense of validation. I cannot see that that fits into what is covered by the scope of tolls.

Application of the Board of Trade of the City of Regina, Sask., under Sections 314 and 339 of the Railway Act, for an Order lowering the Tariff on classes one to ten inclusive, on goods shipped from Eastern Canada to Regina. The applicant claims that the class rates on the Canadian Pacific and Canadian Northern Railways on all merchandise included in classes one to ten are excessive, and not proportionate to the rates on the same classes of goods to certain other competitive points.

NOTE.—The Board will consider the necessity of issuing a further Order in this matter, pursuant to subsection 5 of section 56 of the Railway Act.

Oral judgment, Chief Commissioner Mabee, delivered at the close of the hearing, February 13, 1912.

I suppose the matter is full of a lot of technicalities and legal refinements that I do not fully apprehend, but to my mind the situation is perfectly clear. The Regina Board of Trade made a complaint against these railways alleging undue discrimination. The railway companies advanced these agreements that have been referred to as justification or partial justification, or as circumstances and conditions to be considered.

Then, in dealing with the matter, the Assistant Chief Commissioner held that the circumstances and conditions, which if not substantially similar, may justify different treatment at different points, must be traffic circumstances or traffic conditions, and not circumstances and conditions which may be artificially created by contract.

Now, one may leave aside for the moment the reference to traffic conditions, and treat judgment as dealing with circumstances and conditions artificially created by contract. All he says is that circumstances and conditions which may be artificially created by contract may not justify different treatment to different points. In other words, that, because these contracts were produced, it did not make it incumbent upon the Board to be governed by them, and that because of the existence of these contracts the hands of the Board were not tied to leaving the contracts as they were; but the Board was not controlled in dealing with the situation because these contracts were on foot. That is all that was held, having dealt with it in that way, in effect saying that, notwithstanding these contracts are in existence, the Board still is at liberty to find that there is undue discrimination, he proceeds, and at the close of the judgment holds that it has been proved that these tariffs between Port Arthur or Fort William to the points named unjustly discriminate in favour of Winnipeg. In other words, notwithstanding all the facts that have been adduced, notwithstanding the existence of these contracts, it has been established that there is undue discrimination.

Then it goes to the Supreme Court with the recital that the Board has found that there is unjust discrimination which, of course, is a finding of fact. Then, the question for the consideration of the Court is, were the facts set out above, and more fully referred to in the record, circumstances and conditions which would justify the existence of lower rates? In other words, because of the existence of these contracts, was the Board compelled to give way to them and hold that there was no undue discrimination. I do not know that it makes it any stronger to put in the word "necessarily" justify. "Justify" is sufficient. It does not make it any stronger by putting the word "necessarily" ahead of "justify" at all to my mind. In other words, was that justification for the facts that the Board found, namely, undue discrimination.

Then, the Court says that, in its opinion, these contracts, or these facts, were circumstances and conditions to be considered.

Well, all that I can say is that they were fully considered. These contracts were all discussed and the legislation bearing upon them was fully discussed by the members of the Board, and they were facts and circumstances that were fully considered.

That being so, it does not seem to me that there is anything further for the Board to consider in connection with the matter.

The second branch of this discussion to-day is, whether it is necessary for the Board to make any further Order. To my mind it is not necessary that any further Order should be made, and perhaps the fact that none of the counsel are satisfied is pretty good evidence that the thing remains in pretty nearly the proper position.

Now, on hearing this appeal, that is, the appeal on the question of jurisdiction, or upon a question of law, the Court may draw all such inference as are not inconsistent with the facts expressly found, and are necessary for determining the questions of jurisdiction and law, as the case may be, and shall certify its opinion to the Board, and the Board shall make an Order in accordance with such opinion. I should read that, "make an order in accordance with such opinion" where it appears that it is necessary that an Order should be made. Now, supposing the Supreme Court had held in this case that the judgment of the Board was right as to one of these railway companies, and wrong as to the other, then it would be necessary for the Board to make an Order in accordance with the opinion of the Supreme Court. Or, supposing the answer to the question varied some terms of the Order, or in some way affected the existence of the Order as it stood; then it

would be necessary for the Board to make an Order in accordance with the opinion of the Supreme Court. But the Order already made, and in appeal, is in accordance with the opinion of the Supreme Court. It, therefore, does not seem to me to be necessary, notwithstanding these words, that any further order should be made.

No Order will be made in connection with either of these applications.

The Wylie Milling Company vs. the Canadian Pacific Railway Company, and the Kingston and Pembroke Railway Company, in re Freight Rates on Grain.

Judgment, Assistant Chief Commissioner Scott, February 15, 1912.

The facts are fully set forth in the judgment of the Assistant Chief Commissioner.

Judgment, Assistant Chief Commissioner Scott, Feburary 15, 1912.

The Wylie Milling Company has a flour mill at Almonte, Ontario. It gets grain in ex-lakes from Kingston over the Kingston and Pembroke Railway to Sharbot Lake, and thence on the Canadian Pacific Railway via Smith's Falls and Carleton, to Almonte, where it is milled and then forwarded to Montreal.

The rate from Kingston to Montreal, with stop-over for milling at Almonte, at one time was 15½ cents per 100 lbs. It was then reduced to 13¾ cents per 100 lbs. by the company, and at the hearing Mr. Beatty, counsel for the company, suggested it should be made 12¾ cents. That rate he made up as follows:—

Kingston and Pembroke.. ..	3 cts.	47 miles.	
Canadian Pacific..	6½ cts.	171 "	Sharbot Lake to Montreal.
Stop-over for milling..	3 cts.		
Side haul to Almonte..	1¼ cts.		
	12¾ cts.		

It will be observed that in computing this rate counsel for the railway companies treats the Kingston and Pembroke Railway Company and the Canadian Pacific Railway Company as two separate roads. It was admitted by counsel for the companies that the Canadian Pacific Railway Company owned 51 per cent of the stock of the Kingston and Pembroke Railway Company. Counsel for the companies submitted that as the two companies were separate corporations, with a separate set of officers, that they should be treated separately, and that each one was entitled to its rate.

In a memorandum prepared by Mr. Commissioner Mills, dated October 19, 1911, he deals with the question of the Canadian Pacific Railway Company's control of the Kingston and Pembroke Railway Company as follows:—

> " On the facts stated in this complaint, the written answer submitted by the Canadian Pacific Railway Company, and the evidence given at the hearing of the case, it is clear to me that the Canadian Pacific, as the owner of 51 per cent of the stock of the Kingston and Pembroke Railway has *de facto* control of the latter railway. It has the essence and all the advantages of formally complete control; and the fact that the consequences of the said control are not specifically set forth in a lease or other document, is a mere incident, and does not nullify the control or exclude the benefits and obligations which result therefrom.
>
> " Judging from the character and traffic of the Kingston and Pembroke Railway, I think we are safe in assuming that the purchase by the Canadian Pacific Railway Company of a majority interest in the stock of the said Kingston and Pembroke road, was made, not with a view to a directly remunerative investment but to secure certain advantages which it was thought would accrue from control

of the rates and operation of the said Kingston and Pembroke Railway; and the Company which secured and enjoys the advantages, great or small, resulting from control, should, according to the usual practice, discharge the obligations growing out of such control.

"Therefore, we are, in my opinion, logically forced to the conclusion that the Kingston and Pembroke Railway should be considered a part, and treated as a part, of the Canadian Pacific Railway system; and that the complaint in this case should be disposed of in accordance with this conclusion."

I agree with the conclusion arrived at by Mr. Commissioner Mills in his memorandum of October 19 last, that for the purpose of freight rates the Kingston and Pembroke Railway Company should be considered as part of the Canadian Pacific Railway system.

This conclusion is strengthened by a decision of the Interstate Commerce Commission in Carl Richenberg *vs.* Southern Pacific Company *et al.*, 14 I.C. C.R., 250. The material points in this decision as summarized in the head-notes are:—

1. "The railroad and steamship lines forming the so-called Southern Pacific system are one in control and operation, are owned by the Southern Pacific Company, and are identical in officers and interests; and that as the terminal company was organized to furnish terminal facilities for the Southern Pacific system at Galveston, and through shipments on the system lines pass and repass over the docks of the Terminal Company, the latter forms a necessary link in the chain of interstate commerce and is subject to the Act.

"2. It makes no difference whether or not a connecting railroad company owns the Terminal Company, if the ownership of both is invested in the same corporation.

"3. In finding that the Terminal Company was part and parcel of the system engaged as a whole in the transportation of commerce, the Commission stated that to hold otherwise would in effect permit carriers generally through the organization of separate corporations to exempt all their terminals and terminal facilities from the regulating authority of the Commission.

"4. The Commission stated that it was not concluded by the form, but looks to the substance of the relations between corporations engaged in interstate commerce, and it therefore found that the Terminal Company which was doing a wharfage business, was a necessary element in the facility of interstate transportation in which the Southern Pacific system was engaged."

Having come to the conclusion that for the purpose of this case the two roads should be treated as one, the fixing of the rate presents no difficulty.

In the Richardson complaint the Board decided that 7 cents was a fair rate on ex-lake grain, Kingston to Montreal. That was on the Grand Trunk Railway Company's mileage of 176. The distance to Montreal from Kingston via Sharbot Lake, over the Kingston and Pembroke Railway and the Canadian Pacific Railway is 218. Giving the Railway Companies the benefit of the longer mileage it would make the rate to Montreal approximately 7½ cents. Adding to this 1¼ cents for the side haul, Smith's Falls to Almonte and return at the usual side haul rate of ½ a cent per ton per mile, and 2 cents the usual milling stop-over, makes a total rate for the service rendered of 10¾ cents per 100 pounds.

I suggest, therefore, that an Order go directing the Canadian Pacific Railway Company and the Kingston and Pembroke Railway Company to file tariffs within thirty (30) days establishing the 10¾ cents rate above mentioned.

Mr. Commissioner McLean concurred.

Judgment, Assistant Chief Commissioner Scott, February 27, 1912.

The complaint of the Wylie Milling Company with reference to the rate on ex-lake grain, Kingston to Montreal, with stop-over at Almonte, was disposed of in my memorandum of 15th inst.

There still remains another matter raised by the Milling Company, i.e., that the rate from Bay ports to Montreal with milling stop-over at Almonte is 1¼ cents higher when milling is done at Almonte than the rate via Arnprior, Renfrew, Douglas and Eganville. The ex-lake rate from all Bay ports, both Canadian Pacific and Grand Trunk, to Montreal, is 10 cents per 100 lbs., with a milling in transit stop-over of 2 cents additional on the direct run. The tariffs provide that, where a side haul to reach a milling point is necessary an additional charge of ½ cent per ton per mile is made. This side haul charge from Smith's Falls to Almonte constitutes the extra cent and one-quarter which the Milling Company complain of. The Canadian Pacific Railway have a side haul to Arnprior, Renfrew, Douglas and Eganville, but they do not make any extra side-haul charge to those points. The reason is that those four points being on the Grand Trunk line from Depot Harbour to Montreal it must meet the Grand Trunk rate of ten and two in order to get any business. This, of course, is quite justifiable.

The side-haul charge made in the case of Almonte is the usual charge for such service, and the Railway Company is justified in making it in the case of Almonte.

If the Canadian Pacific Railway withdrew from competing with the Grand Trunk at Arnprior, Renfrew, Douglas and Eganville, the Wylie Company would be no better off because the rate through Almonte would not be changed and the millers at Arnprior, Renfrew, Douglas and Eganville would doubtless ship their grain and grain products solely via the Grand Tunk at the rates they are now paying.

The reasonableness of the 10-cent rate from the Bay to Montreal for the extra side-haul charge of a half-a-cent per ton per mile has not been questioned in this matter, but merely the application of these rates as set out above.

I therefore think that this feature of the Wylie Milling Company's application should be dismissed.

Messrs. Commissioners Mills and McLean concurred.

Judgment, Mr. Commissioner Mills, October 19, 1911.

Without an introductory statement of facts and circumstances (which can be supplied at a later date), I may express very briefly my opinion of the fundamental point in this case, namely, the relation between the Canadian Pacific and the Kingston and Pembroke Railway Companies.

On the facts stated in this complaint, the written answer submitted by the Canadian Pacific Railway Company, and the evidence given at the hearing of the case, it is clear to me that the Canadian Pacific, as the owner of 51 per cent of the stock of the Kingston and Pembroke Railway has *de facto* control of the latter railway. It has the essence and all the advantages of formally complete control; and the fact that the consequences of the said control are not specifically set forth in a lease or other document, is a mere incident, and does not nullify the control or exclude the benefits and obligations which result therefrom.

Judging from the character and traffic of the Kingston and Pembroke Railway, I think we are safe in assuming that the purchase by the Canadian Pacific Railway Company of a majority interest in the stock of the said Kingston and Pembroke road, was made, not with a view, to a directly remunerative investment but to secure advantages which it was thought would accrue from control of the rates and operation of the said Kingston and Pembroke Railway; and the company which secured and enjoys the advantages, great or small, resulting from control, should, according to the usual practice, discharge the obligations growing out of such control.

Therefore, we are, in my opinion, logically forced to the conclusion that the Kingston and Pembroke Railway should be considered a part, and treated as a part, of the Canadian Pacific Railway system; and that the complaint in this case should be disposed of in accordance with this conclusion.

When this point is disposed of we can deal with the question of the rates involved in the case.

SESSIONAL PAPER No. 20c

Application of the Transportation Bureau of the Montreal Board of Trade for an Order directing the Canadian Pacific Railway Comptny to adjust rates on corn brought into Montreal via Detroit and Georgian Bay Elevator Ports, and on cornmeal shipped from Montreal to St. John, N.B., and other stations in the Maritime Provinces. (File 17819).

The facts are set forth in the judgment.

Judgment, Mr. Commissioner McLean, March 6, 1912.

This is in effect an application to grant in the case of corn shipped into Montreal and shipped out from there in the form of cornmeal to various Maritime Province points, a combination of rates on the corn in and the cornmeal out which will not exceed the combination available to any Ontario mill, on the direct line from Detroit or Georgian Bay to the same Maritime Province points.

This corn which is shipped in from the United States moves either by way of Detroit to such Ontario milling points as Windsor, Chatham, St. Thomas, Woodstock, Tillsonburg, Guelph, Toronto, Lindsay, and Peterborough; or it may also move to Toronto, Lindsay and Peterborough from Goderich, Tiffin, or Owen Sound. Taking St. John as a point of destination, it will be found that the combination of corn in and cornmeal out gives a rate which varies with the point of milling. In the case of the shipment of corn from Detroit to St. John, the aggregate:—

From	Windsor	is 25c.
"	Chatham	" 28c.
"	Guelph	" 29c.
"	St. Thomas, Woodstock, and Tillsonburg	" 27½c.
"	Toronto	" 28c.
"	Lindsay and Peterborough	" 31c.

In the case of the shipments of corn by way of Tiffin, the aggregates are on shipments to St. John:—

From	Toronto	is 25½c.
"	Lindsay	" 24½c.
"	Peterborough	" 25c.

In the case of the corn shipped to Montreal from Owen Sound, Tiffin, or Goderich, the aggregate to St. John is 29 cents, while in the case of corn shipped in from Detroit the aggregate rate from Montreal to St. John is 31 cents.

From the summary that has been given, it will be seen that the application, in so far as it asks that the Montreal combination rate shall not exceed the combination out from any Ontario mill on the direct line from Detroit or Georgian Bay, presents difficulties. The rates differing, the application is in effect one that Montreal should get the advantage of the lowest Ontario combination.

A mere comparison of the combination of rates is not sufficient. While corn is moved from Tiffin, for example, to Toronto and milled there, and shipped out to St. John, and while corn is also moved from Tiffin to Montreal and shipped out in the finished product to St. John, it is apparent that while the mileages may be the same there is in the first place a relatively short haul of the raw material and a long haul of the finished material, while the conditions differ somewhat in the case of the product milled at Montreal.

There is no obligation on the railway to see that all the points engaged in the corn-milling business shall get into St. John, taking this as a typical point, on exactly the same rates, no matter where they are situated. Without examining in detail the point, it is apparent that in the establishment of various rates in Ontario, the questions of the efficiency of water competition and the controlling effect of rates over American lines have to be recognized.

Under these circumstances, what the Board has to examine into is not a question of the combination from, say, Toronto, as compared with the combination from Montreal, but a question whether the rates applying to Montreal are in any way unreasonable or discriminatory. From Tiffin to Lindsay, a distance of 75 miles, the rate on corn is 4½ cents, which added to the cornmeal rate gives a rate of 24½ cents to St. John. In the case of Peterborough, a distance of 98 miles from Tiffin, the rate on the corn is 5 cents, giving a rate of 25 cents to St. John. The rate from Tiffin to Montreal, 382 miles, is 11½ cents. So far as the mere comparison of ton mile rates is concerned, it will be found that Peterborough pays 1·02 cents per ton mile on the corn in, while Montreal pays ·60 of one cent. This comparison is in no way final however since it is a comparison of the long haul with the short haul, and the ton mile rates are on this account really not on a comparable basis. It appears, however, that the corn rate from Tuffin to Lindsay and from Tiffin to Peterborough is the same as the wheat and oats rate, while from Tiffin to Montreal the corn rate is 11½ cents as compared with the wheat and oats rate of 10 cents. In view of the extension of the wheat and oats rate to Lindsay and Peterborough, it is not apparent why the same treatment should not be given to Montreal. It does not appear that there is any such essential difference between corn and wheat and oats as would justify a higher rate basis in the case of corn. At the same time, this phase of the question was not developed at the hearing, and consequently the railways had no opportunity of presenting what they might desire to say in regard to the justification of the existing corn rate to Montreal; and it must be further recognized that a declaration that the wheat and oats rate to Montreal should be the rate on corn would have an effect in regard to various other points the evidence concerning which is not before us and on which the railways have not had an opportunity to present their position.

From Montreal to St. John, the distance is 487 miles by way of the Canadian Pacific. The rate at present on cornmeal is 17½ cents. Lindsay, 207 miles west of Montreal, has a rate of 20 cents. Peterborough, which is 184 miles west, has also a rate of 20 cents to St. John. A difference of 2½ cents covering such mileage differences appears to be out of line, and on the face of the rates it would appear that a rate of 15 cents from Montreal to St. John would be in line. At the same time, it is to be recognized that here again this phase of the matter was not developed at the hearing. The 17½ cent rate from Montreal to St. John is the grain products rate, and there has been no complaint regarding this; and no change in this should be made without an opportunity being given the railways to present what they may desire to say in the matter.

The application of the Montreal Board of Trade to equalize the rates in the way they have asked is one which appears to me to be impracticable. At the same time, the railways should in view of what has been said above, be asked to show cause why the wheat and oats rate should not apply on the corn shipments to Montreal either from Detroit or Georgian Bay ports, and also why the rate on cornmeal from Montreal to St. John should not be 15 cents.

Chief Commissioner Mabee, Assistant Chief Commissioner Scott, and Mr. Commissioner Mills concurred.

The Seaman Kent Company, Ltd., vs. The Canadian Pacific Railway Company.

The facts are recited in the judgment.

Judgment, Chief Commissioner Mabee, February 24th, 1912.

The applicants are manufacturers of harwood flooring and lumber at Fort William, and their complaint is against the existing rates from that point to Vancouver upon the output of their factory, namely, 80 cents per 100 pounds, incorrectly stated in the complaint as 83 cents per 100 pounds.

The rate from Vancouver to Fort William upon fir, hemlock, larch, spruce and common cedar is 45 cents per 100 pounds; and the applicants claim that this rate should be applied to hardwood lumber and flooring from Fort William to Vancouver.

On pine, clear cedar, sash, doors, blinds, stair-work and mouldings, the Vancouver-Fort William rates are 55 cents per 100 pounds. There being no hardwood shipped east from Vancouver points, the tariffs contain no east-bound rate upon that commodity.

The applicants alleged that some of the articles above named, carrying the 55-cent rate, came into competition with them in the Fort William market.

We do not think that hardwood flooring should have the same rating from Fort William to Vancouver as fir, hemlock, larch, spruce and common cedar carries from Vancouver to Fort William, as the former, except fir, is a more valuable commodity. This, however, does not justify so great a difference as now exists, viz., 33 cents per 100 pounds.

It was stated before the Board, upon behalf of the Railway Companies in a former case (British Columbia Lumber and Shingle Manufacturers' Association), that the normal lumber rate was the clear cedar rate. This would give the applicants a rate of 55 cents per 100 pounds, and we think, under all the circumstances, that this rate should be established on this commodity from Fort William to Vancouver common points.

Order accordingly.

Asst. Chief Commissioner Scott and Commissioners Mills and McLean concurred.

THE UNITED FRUIT COMPANIES V. THE CANADIAN PACIFIC RAILWAY COMPANY.

Complaint against C.L. rates on apples from the Maritime Provinces to Winnipeg.

The facts are fully set forth in the judgment.

Judgment, Assistant Chief Commissioner Scott, March 11, 1912.

The United Fruit Companies of Berwick, Nova Scotia, complained to the Board in a letter dated September 13 last, that they had been notified that the rates on apples in carloads from the Maritime Provinces to Winnipeg were to be increased 4 cents per 100 pounds in October.

The answer of the Canadian Pacific Railway Company was that that increase in the rates was made to correct an error which the Company's Tariff Bureau had made in publishing lower rates on shipments to points on its line via the Canadian Northern from Port Arthur, or the Grand Trunk Pacific from Westfort, than were in force to the same points over its own through line, and that the rate of 73 cents from St. John, New Brunswick, and 74 cents from Truro, Nova Scotia, to Winnipeg which the Fruit Companies complained of, were reasonable rates.

The contention of the railway company as to its error is correct, as will appear from the following short history of the carload rates on apples from St. John to Winnipeg for the past ten years.

Apples, in carloads, in the Canadian Classification are in the 5th class. By Tariff E. L. No. 1, effective June 1, 1902, the 5th class rate from St. John to Winnipeg was reduced from one dollar to ninety-eight cents per 100 pounds. That rate was further reduced by Tariff E. L. No. 12 effective September 27th, 1902, to ninety-one cents. It was then changed by E. 567 (C.R.C. No. E. 978) effective December 23, 1907, to eighty-one cents. Prior to this last change there had been a commodity rate under the Crows' Nest Pass agreement between the Canadian Pacific Railway Company and the Dominion Government of 82½ cents from St. John to Winnipeg.

Movements of freight of course always take the lowest available rate, and prior to December 23, 1907, all movements of apples, if there were any, from St. John

to Winnipeg, would have taken the commodity rate of 82½ cents, instead of the fifth class rate of 91 cents. But, from December 23, 1907, when the class rate was reduced to 81 cents, that is a cent and a-half below the Crows' Nest Pass commodity rate, shipments would, of course, have taken the lower (the class) rate.

Effective July 25, 1910, the Canadian Pacific Railway Company issued Tariff C.R.C. No. E. 1831 applying the so-called Crows' Nest Pass commodity rates from Eastern Canadian points to stations on the Canadian Northern and the Grand Trunk Pacific Railways via Port Arthur and Westfort. By that tariff the Canadian Pacific Railway Company made the carload rate on apples via these two competing roads, from St. John to Winnipeg, 69 cents per 100 pounds.

The Canadian Pacific Railway Company contends that the establishment of this 69-cent rate was an error on its part. I think this is correct because the rate from St. John to Winnipeg on its own line under the Crows' Nest Pass commodity tariff was 82½ cents, and the class rate 81 cents. It certainly would not intentionally make effective a rate via connecting railways 12 cents lower than its own through rate between the same points.

The Canadian Pacific Railway Company says that when its mistake was discovered it issued Supplement No. 11 to the Crows' Nest Commodity Tariff C. R.C. E. 980, effective August 24, 1911, bringing down its own rate from St. John to Winnipeg to 69 cents so that its rate would be on an equality with the rate via the other roads mentioned, but that this reduction was only made to cover the temporary period of 30 days for the necessary legal notice, and that the 69-cent rate via Canadian Northern and Grand Trunk Pacific, would at the end of that time be taken out. Then by Supplement No. 12 to the Crows' Nest Pass Commodity Tariff C.R.C. No. E. 980, effective October 1, 1911, new rates on its own and its competitors' lines on the basis of 14 cents from St. John and 15 cents from Truro and Windsor Junction over Montreal were established.

This had the effect of making the rates on apples to Winnipeg from St. John 73 cents per 100 lbs., and from Truro and Windsor Junction 74 cents per 100 pounds, in carloads. It is true this is an advance of 4 cents per 100 pounds over the rates which, for a short time were in effect to Winnipeg, but which, under the circumstances, the railway company was justified in taking out. The result is, that the rate now in effect is 8 cents lower than the class rate which has been effective since December 23, 1907, and 9½ cents lower than the Crows' Nest Pass commodity rate which had been in force for a much longer period.

The present rate of 73 cents from St. John, and 74 cents from Truro, Windsor Junction and Halifax, does not appear to be very much out of line when compared with Montreal and Toronto rates as will appear from the following table showing the rates, the mileage, and the earnings per ton per mile:—

To Winnipeg—

From	Rate	Miles.	Earnings per ton per mile.
Truro	74c.	2210	67—100c.
St. John	73c.	1884	77—100c.
Montreal, P.Q.	59c.	1419	83—100c.
Toronto, Ont.	55c.	1236	89—100c.

I am, therefore, of the opinion that the complaint of the United Fruit Companies is not well founded and should be dismissed.

Concurred in by Mr. Commissioner Mills.

SESSIONAL PAPER No. 20c

Complaint of the Atikokan Iron Company, Limited, of Port Arthur, Ontario, that the Canadian Pacific Railway Company do not absorb switching charges on pig iron shipments from Port Arthur, Ontario. (File 16416).

Judgment, Mr. Commissioner McLean, April 7, 1911.

Under date of October 14, 1909, the Canadian Pacific Railway issued special commodity tariff, C.R.C. No. E. 1566, on pig iron, in carloads, minimum 60,000 pounds, from Port Arthur. This tariff has, from time to time, been replaced by other tariffs of the same nature. At present, the traffic is governed by C.R.C. No. E. 1841, Supplement 1, effective August 9, 1910. The applicant company complains that its works being situated on the Canadian Northern Railway, it has been paying the Canadian Northern's published switching rate for strictly local movements within its yard, viz., $5 per car minimum, or one cent per 100 pounds on all iron shipped east.

The applicant company states that it was informed, under date of December 9, 1910, by the agent of the Canadian Pacific Railway, that it would in future absorb one-half of the Port Arthur switching charges. The applicant company holding that this traffic falls within section 2 of the Interswitching Order, contends that the entire interswitching charge should be absorbed. I agree with the Chief Traffic Officer of the Board who advises that the traffic falls within sections 4 and 8 of the Interswitching Order, and that the Canadian Pacific Railway should, therefore, absorb one-half of the Port Arthur interswitching charge.

It was stated by the railway in a communication from its general solicitor, under date of February 11, 1911, that it would not agree to refund any switching charges collected previous to the date in December, 1910, when the arrangement already outlined went into force, it being alleged that there were special circumstances attaching to the traffic which would not justify the railway in making absorption for the earlier period.

At the hearing, it was stated by Mr. Bulling that the low rate was given on the condition that the applicant company would ship summer and winter by the Canadian Pacific. The rates were stated to be purely competitive ones, made to ensure the hauling of the pig iron over the railway; and, it was further stated, that they were an advantage to the applicant company in affording it a low rate basis throughout the year.

Mr. Bulling alleged that in the steps leading up to the arrangement of the tariff of 1909, nothing was said on either side about the question of switching, and it was claimed that when the rate was quoted the railway was not aware that the blast furnace of the applicant company was located on the line of the Canadian Northern Railway, and that switching would, therefore, be necessary.

All these statements may be as alleged, but there is no escape from the conclusion that the tariff went into force subject to the terms of the Board's general Interswitching Order, and no silence on either or both sides regarding the question of switching could take the traffic out from under the provisions of the Interswitching Order. The railway has recognized in its action in December, that the traffic is governed by sections 4 and 8 of the Interswitching Order. The traffic was equally governed by the same sections from the inspection of a movement under tariff C.R.C. E. 1566, October 14, 1909, and the arrangement whereby the railway did not absorb one-half the switching charges was contrary to the provisions of the Interswitching Order, and the collection of the excess over the said one-half of the interswitching charges was illegal.

Chief Commissioner Mabee and Assistant Chief Commissioner Scott concurred.

Application of J. J. Denman, Edmonton, Alta., for an Order directing the C.N.R. to pay to him the sum of $179.60. refund of interswitching charges, the company's cheque for which was made payable jointly to the Clover Bar Coal Co. and J. J. Denman, which the Clover Bar Coal Co. refuses to endorse in favour of the applicant.

Judgment, Mr. Commissioner McLean, October 4, 1911. (File 18120).

The applicant, J. J. Denman, applies for an order directing the refund to him by the Canadian Northern Railway Company of the sum $179.60, being a refund of interswitching charges. There is no dispute on the part of the railway as to the amount. However, the shipping bills are made out showing at the top that the shipments in question are made from the Clover Bar Mine, while the shipping bills are signed by J. J. Denman as shipper. The railway has made out a joint order cheque to the Clover Bar Mine and J. J. Denman; the applicant desires that the cheque be made out to him. The Clover Bar Coal Company contends that at the time of shipment the applicant was acting as its employee, and that the refund, if any, should be made to it. It thus contends that it is the shipper and it has given a direction to the railway not to pay the amount in question to the applicant. The railway company states it is willing to pay over the sum if so directed, but in the face of the action taken by the coal company it is unwilling to act of its own initiative.

At the hearing, I was in doubt as to the Board's power to deal with the matter. On further consideration, this opinion is reinforced. It is true that the way in which the shipping bill was made out complicates the situation. Taking the shipping bill by itself, the Board might apparently make a declaratory order that Denman was the shipper. But back of the whole matter is the fact that the Coal Company alleges that certain contractual relations exist between it and the applicant, as a consequence of which the refund should be made to the Coal Company. This contention, it is true, is denied by the applicant. Into the merits of this contention it is unnecessary to enter. It is sufficient to say that it does not fall within the Board's jurisdiction to construe the contract alleged to exist. Consequently, the determination of the party to whom re-payment should be made is one which must be dealt with by the courts.

Chief Commissioner Mabee, October 10, 1911.

The Railway Company has $179.60 in its hands, claimed by Denman, and the Clover Bar Coal Company, unless the railway company desires to be sued by one or both had better pay the money into court, and call upon the parties to interplead. The Board has no jurisdiction to determine the matter.

Canadian Pacific Railway Company v. Grand Trunk Railway Company. London Interswitching Case.

The facts are fully set forth in the judgment.

Judgment, Chief Commissioner Mabee, November 27, 1911.

The Canadian Pacific Railway Company applies for an Order rescinding the Order of the Board made on July 25, 1905, fixing the rate to be charged for the interchange of traffic and the interswitching of cars over the branch line of the Grand Trunk Railway Company connecting the lines of the Grand Trunk Railway Company and the Canadian Pacific Railway Company at London.

The ground upon which the application is based is that, on July 8, 1908, effective September 1, 1908, the Board by its General Interswitching Order established certain tolls for interswitching generally within certain limits. The tolls that would be payable by the Canadian Pacific Railway Company to the Grand Trunk Railway Company for interswitching at London would be less under the General Order than those payable under the Special Order of July 25, 1905.

It may as well be said at the outset that, when the investigation was being held that led up to the making of the General Order, the London situation was not present to my mind, and it was not intended that the Order covering interswitching there should be interfered with by the General Order. The Companies, have so regarded the matter. Hence this application for rescission of the London Order, which would leave the General Order applicable.

On June 22, 1904, the Grand Trunk Railway Company applied for approval of its plan for the construction of this track connecting the lines of the two companies. An Order was made on July 6, authorizing the work. At about the same time, the Canadian Pacific Railway Company applied for leave to construct a small piece of track to complete the connection, and the correspondence upon the files shows that Mr. Drinkwater was contending that the order should be made "for the interchange of traffic and for the interswitching of loaded and empty cars to and from all of the industrial sidings, team track sidings and business sidings generally, which are or may be hereafter constructed upon the line of the C. P. R., the G. T. R., and such other railways as may directly or indirectly connect therewith." In September, Mr. Drinkwater wrote to the Board that "it has been impossible to come to a satisfactory agreement with the Grand Trunk as to the switching charges to be established at this point, and it will be necessary for the Board, also, to deal with this feature of the matter."

Up to October 4, 1904, the form of Order had not been settled, and on that day Mr. Biggar forwarded to the Board the draft, with the words "sidings and team track siding" struck out, leaving the Order to cover all industrial and business sidings only. The Order, although dated July 6, was apparently not signed or issued until October 5, and went out in the form contended for by the Grand Trunk Railway Company, viz., "for the interchange of traffic and for the interswitching of loaded and empty cars to and from all of the industrial and business sidings generally, &c." On November 23, 1904, Mr. Drinkwater wrote again to the Board stating that the branch had been constructed, but that no understanding could be come to by the railway companies in respect to the amount to be charged by the Grand Trunk Railway Company for switching services, and he applied for an amendment of the Order of July 6 by adding a clause fixing the tolls to be charged. On January 24, 1905, Mr. Drinkwater wrote stating that a difference of opinion had arisen between the officers of his company and those of the Grand Trunk Railway Company as to whether the Order of July 6 applied to interchange of traffic from and to "team tracks," and if that Order as framed did not cover team tracks, it was the intention of his company to ask that it should be amended to include such tracks.

On April 18, the City of London applied for an Order requiring the Grand Trunk Railway Company to finish construction of this branch within a time to be fixed by the Board, and for an Order for the proper interchange of traffic at London.

On May 1, 1905, the Canadian Pacific Railway Company applied for an Order fxing the amount to be charged for interchange of traffic and interswitching of cars over this branch. There are many communications upon the file, and some from the London City Council, demanding "absolute and complete interswitching," whatever that may mean; and after a long inquiry, hearing and argument, the Order was made tht appears in VI. Can. Ry. Cos., at page 334, the case having gone to the Supreme Court, where that Order was affirmed. This Order fixed the tolls, and it is to be presumed all special circumstances were taken into consideration by the Board in arriving at the sums authorized. In the reasons for judgment, the late Chief Commissioner says: "It has also been urged, on behalf of the Grand Trunk Railway Company, that the Board should deal with this question of the division of such rates or allowance of charges for interswitching in a general way, and by reference to all points in Canada where the railways of these two companies connect. It does not

appear to me that this can properly be done. I think in each case the nature and value of the services to be rendered, and the facilities to be used, must be taken into consideration."

It is clear that, in fixing the interswitching tolls at London, "the services to be rendered and the facilities to be used" were fully and carefully considered, and the tolls or charges were fixed upon that basis. It is true that the general interswitching Order intended to establish uniformity of charges for these services, but it seems to me that this London Order gives to the Canadian Pacific Railway Company a user of the terminals of the Grand Trunk Railway Company at London that a Company would not be entitled to under the General Order. It places at the disposal of the Canadian Pacific Railway Company every track of the Grand Trunk Railway Company in London, except "shed tracks"; and I do not understand the General Order to carry with it any such rights.

The Order that was made on July 25, 1905, was much broader in its scope than the Order of July 6, 1904. It gave the Canadian Pacific Railway Company greater rights of user of Grand Trunk Railway Company's terminals and facilities. It was made upon the application of the Canadian Pacific Railway Company, pressed, as the record shows, with much persistence, and as the latter company is enjoying, under that Order, greater facilities than it would be entitled to under the General Order, I see no reason why it should not continue to pay the charges provided for in the Order in question.

The application should be refused.

Mr. Commissioner Mills concurred.

Judgment, Assistant Commissioner Scott, February 8.

On July 25, 1905, the Board made an Order directing the Grand Trunk Railway Company to afford all reasonable and proper facilities for the interchange of traffic with the Canadian Pacific Railway at London, Ontario, on terms therein mentioned. At that time there was no general Interswitching Order of the Board in effect; but, on July 8, 1908, an Order was passed fixing terms and conditions for interswitching, applicable generally, to all railways under the jurisdiction of the Board.

The terms of the London Order being less favourable to the Canadian Pacific Railway Company than the terms of the general Order would be, if they were applicable at London, that company has applied to the Board to rescind the London Order so that the general Order will then be effective at that point.

In the preamble of the general Order, it is stated that a number of applications *re* interswitching had been allowed "to stand over until the matter could be dealt with in a general manner, as far as possible with the view of establishing some fixed bases for payment for interswitching services;" and then terms and conditions are established in greater detail than is found in the London Order.

It is quite clear, that in passing the Order of July last, the Board intended it to be of general application,—and that undoubtedly is its effect—except probably in localities like London, which have been provided for by special Order.

The passing of the general Order was a wise step on the part of the Board. It established uniformity of practice and made certain to the shipping public and the railway companies exactly what rates were to be charged for the services therein mentioned.

In deciding upon the terms of the general Order, the Board doubtless realized that the hardship it might inflict on a railway company at one place, would be made up for by advantages the company would enjoy at another place. In other words, the lean which a company might receive at one point would be compensated for by the fat of another. This principle must have been recognized, or else the Order could not be considered just, as the terminal facilities of the ralway companies under our jurisdiction differ so much in completeness and extent at different points.

This being so, is there any reason why the situation of London should not come under the general Order? I think not. Taking it for granted, that the rates which the Canadian Pacific Railway Company pays the Grand Trunk Railway Company at London, are fair and reasonable, are there any circumstances peculiar to London which would have justified the Board in passing the London Order if the general Order had been in effect at the time. I have searched through the file of the London case, and I cannot find that any such circumstances existed. It is true, that the Grand Trunk built a spur at London of considerable length with which the Canadian Pacific connect, which must have been an expensive undertaking.

In the Grand Trunk Railway Company's application for approval of the spur, it asks also for approval of the place and mode of junction with the Canadian Pacific Railway. This application was received and the Order granting it passed more than a year before the Order made on the application of the Canadian Pacific Railway Company for terms of interchange of traffic.

The construction of the connecting line was, it is true, urged upon the Grand Trunk Railway Company by shipping interests in London, but the company must have desired to build it or it would not have applied to the Board for approval of the line, and ultimately constructed it at considerable expense. It does not appear that the construction of the line was forced upon the company by any application that the Canadian Pacific Railway Company had made to the Board. In the absence of any evidence to the contrary, it is fair to presume, that the spur has proved remunerative to the company since it built it of its own volition.

The Grand Trunk terminal facilities at London are superior to those of the Canadian Pacific; and were the case of London to stand alone, it would be unfair to have the conditions of the general Order apply, because there could not be adequate reciprocity. But since the general Order applies everywhere else where the Grand Trunk has interests and the Board has jurisdiction, the disadvantages at London will be equalized by the advantages at other points. Take the case of Winnipeg for instance, where under the general Order the Grand Trunk Pacific have the advantage of using the somewhat extensive switching facilities which the Canadian Pacific Railway Company has established.

If London was to remain a special case, would it not be a justification for railway companies which had special facilities at certain points, to apply to the Board in the future to have these points exempt from the general Order, on the ground of the existence of special circumstances.

It can be readily seen, that such a course would be detrimental to public interests, as it would weaken the principle of uniformity of practice, which is one of the benefits to the public, of the general Order.

Of course, I do not say that circumstances of such a special character to warrant a case being made an exception to the general Order cannot be conceived; but, they do not, in my opinion, exist at London.

I am therefore, in favour of granting this application.

Complaint of Freight Claims Bureau, Winnipeg, Man., relative to C.N.R. and C.P.R. at Winnipeg referring said Bureau to Montreal for collection of claims.

(File 17725).

The facts are set forth in the judgment:—

Judgment, Mr. Commissioner McLean, October 14, 1911.

The complaint as launched was directed against both the Canadian Northern and the Canadian Pacific. At the hearing, the complaint as to the Canadian Northern was withdrawn by the applicants.

The complaint in brief is that when a claim for an overcharge is filed, it has to be sent to the head offices of the company at Montreal; thence it is returned to Winnipeg to be examined into; then it is returned to Montreal with the report of the railway official who has looked into it, and that thereafter, the settlement, if any, is made from the Montreal office. It is alleged that this involves an unnecessary delay. The applicants desire that the claims should be investigated and settled at the Winnipeg office.

It appears that the Canadian Pacific has its Freight Claims Auditor at Montreal, to whom all claims are sent either by the claimant or the local representative of the company with whom the claims may have been lodged. The central claims office is a recognized institution with all large railways. It readily appears that the more extensive the company's operations, the greater is the necessity for centralization in the matter of disbursements. There was at one time a branch claims office at Winnipeg, but I understand that when this was in existance it was none the less necessary to have the vouchers signed in Montreal.

Mr. A. J. Beatty, who appeared for the applicants, stated at the hearing that he was unable to find anything in the Railway Act which empowered the Board to order claims to be paid at Winnipeg, and that whatever might be urged by him in this matter was as matter of inference from the Board's powers as to rates. (Evidence pp. 7141 and 7142).

Under section 78 of the Railway Act the tolls and tariffs legally in force are conclusive against the railway in case of prosecution under the Act. Section 393 sets out the penalties attaching to the disregard of the provisions of the Act in respect of tolls. It is established that the Board has no power, under the Railway Act, to order the refund of such portion of a rate as is in excess of the legal rate. If, on determination by the Board that there is such excess, the railways refuse to refund, then the remedy is by action in the courts. The powers of the Board being so limited as to a matter in which it makes a formal adjudication, it follows with greater force that in the matter of an alleged overcharge, as to the conditions of which the Board is not cognizant, it has no jurisdiction to determine when and where such refund shall be made. Parliament not having spoken in this matter, the Board has no jurisdiction and the application fails.

Chief Commissioner Mabee concurred.

Application of the Canadian Stoves Manufacturing Associations, The Jenckes Machine Company of Sherbrooke, and others, for an Order postponing the effective date of the tariffs of Trackscale Allowances filed by certain of the Railway Companies subject to the jurisdiction of the Board.

Judgment, Chief Commissioner Mabee, April 27, 1911.

Recently the railway companies have filed some new tariffs—I understand about ten days ago—entirely changing the basis of toll that has been on foot for a great many years with reference to allowances made for dunnage or material necessary to block or enable certain articles to be transported with safety in freight cars. A great many complaints have come to us by telegram from various sections of the community to the effect that these changes will very seriously incommode the shippers in their business, and they desire an opportunity to present their views to the Board before these tariffs are permitted to go into effect. They were filed about ten days ago and the effective date upon the tariff is the first of May. It is a change by the railway companies of conditions that have been in effect for a very long time. Even if the railway companies are right in their contention, the notice is too short. We think that conditions should not be disturbed upon such notice; that the parties interested should have an opportunity to discuss with the railway people, and with the Board, if it is desired, this whole matter, before these changes are permitted of course we

are not suggesting that the changes are proper or improper. We will dispose of that feature of it, if it is necessary, after hearing both sides and understanding the matter more fully than we do at present. It is sufficient now to say that the matter is of much importance, having been in existence for so long a time, that we think the shippers are entitled to at least two months in order to present their case to us, or to adjust their business to the new conditions, if these tariffs are ultimately to become effective.

We, therefore, direct that the effective date of these tariffs be postponed from the 1st of May until the 1st of July.

In the matter of Special Freight Tariffs for weighing carload traffic and allowances from track scale weights, and Order No. 13326, dated March 29th, 1911.

Judgment, Chief Commissioner Mabee, July 14, 1911.

For many years the railways have had in effect special tariffs regarding the weighing of carload traffic, containing provisions for the benefit of shippers whereby certain allowances are made from the weight recorded by the track scales. As the tolls that shippers have to pay are based upon the weight of the commodities carried, it is of prime importance to the shipper as well as to the carrier that the weight should be correctly ascertained. It is usually not convenient to weigh the commodity before loading; if this course were practicable, the weight would usually be ascertained by the shipper alone, and in the event of the carrier subsequently weighing and their being a variation, confusion and dispute would follow. The bulk of carload traffic is loaded without weighing, the car and contents being weighed by the carrier, and after allowance for tare, tolls are paid upon the carriers' weight. Of course there are some large shippers having their own track scales who are able to weigh their own shipments, but this is the exception. A large portion of traffic originates where neither shipper nor carrier has track scales; and as this renders weighing impossible at the point of origin, the carrier weighs at certain track scale points *en route* to destination. Usually the shipper or consignee is not a party to this weighing, and has no opportunity of testing its accuracy. Cars are frequently weighed without uncoupling; scales are usually exposed to the weather, snow and ice accumulate; box cars are frequently dirty, containing refuse from former shipments; ice and snow collect in them and on their tops; they absorb moisture; upon flat car loadings snow and ice accumulate so all sorts of difficulties surround the weighing of carload shipments with mathematical accuracy. It is said that the stencilled tare is frequently too low or too high, to the injury of the shipper or the carrier.

To provide for some, at least, of those conditions the carriers many years ago established a system of deducting a certain number of pounds from their track scale weights, and those provisions have run through their tariffs ever since. As a sample of all the tariffs, the provisions, on this point contained in G.T.R. Tariff, C.R.C. No. E. 1165, C.R. 28, effective April 28, 1908, may be taken. They are as follows:—

The following allowance per car will be made to cover variation in tare of cars, absorption of moisture, accumulation of ice, snow, &c.

Description of Freight.	Between stations east of Detroit and St. Clair frontiers; also to points in Canadian N.W., British Columbia (see note) and Kootenay district.	On traffic from points east of Detroit and St. Clair frontiers to points in New England States via St. Lawrence frontier on or via the following connections: Boston & Me. R.R., Central Vt. Ry., Maine Central R.R., Rutland R.R.
Acids, in carboys, in box cars, or single deck stock cars.	1,000 lbs.	.....
Ashes, Dec. 1 to April 30	500 "	500 lbs.
Ashes, May 1 to Nov. 30	1,000 "	1,000 "
Bark, in box cars, Dec. 1 to April 30	500 "	500 "
Bark, in box cars, May 1 to Nov. 30	500 "	500 "
Bark, on flat cars with temporary racks, Dec. 1 to Apr. 30	2,500 "	2,000 "
Bark on flat cars with temporary racks, May 1 to Nov. 30	2,000 "	2,000 "
Bark, on flat cars with permanent racks, Dec. 1 to Apr. 30	1,000 "	1,000 "
May 1 to Nov. 30	500 "	500 "
Lumber, and other rough forest products not elsewhere provided for:		
In box cars, Jan. 1 to Dec. 31	500 "	500 "
On flat cars, Dec. 1 to Apr. 30	1,000 "	1,000 "
May 1 to Apr. 30	500 "	500 "
Blockage, dunnage or temporary racks used in connection with shipments of agricultural implements, machinery, street cars, vehicles or stoves, allow actual weight of lumber used, but not more than:		
In box cars	1,000 "	As per official classification.
On flat cars	1,500 "	
Perishable property, when loaded in box cars lined with lumber by shipper	1,500 "	" "
Perishable property, when loaded in box cars lined with lumber by shipper, and containing stove and fuel	2,000 "	" "
Wood pulp (wet)	1,000 "	1,000 lbs.

Applies only on shipments destined to stations in Canada west of Fort William or Port Arthur.

NOTE.—The special allowances provided for above will not apply on traffic handled under tariff issues of the Transcontinental Freight Bureau. The weights provided for in Transcontinental tariffs will govern on such traffic.

The railway companies filed new tariffs, made effective May 1, 1911, as to traffic moving between points in Canada, and May 15, 1911, as to traffic from or to points in Canada to or from points in the United States. Against these latter tariffs many complaints came to the Board from various parts of the country, and the shippers requested a hearing before they were permitted to go into effect. The Board postponed the effective dates of the same until a full presentation of the case could be made. This hearing took place on the 20th June and the matter was discussed in its various features. The provisions of the tariffs that the carriers propose to substitute for those first above referred to are as follows:—

10. On shipments between points in Canada the following allowances will be made from weights ascertained on track scales:—

(*a*) An allowance of 500 lbs. weight per car will be made for standards, strips, stakes, supports and temporary racks, on flat or gondola cars, if loaded with carload shipments requiring their use. (*See* Note B.)

(*b*) Allowance for the actual weight of ice and salt used as preservatives for perishable freight will be made when placed in the bunkers or in the body of the car, except that: When ice is used in the body of the car and the weight thereof at destination is in excess of 500 lbs., and is delivered to consignee, freight charges will be assessed on the actual weight of the ice so delivered and at the rating provided for the freight which it accompanies. (*See* Note B.) When ice and salt, used as preservatives, are placed in the packages with the freight, charges thereon will be assessed on basis of actual weight at point of origin and at the rating provided for the freight which it accompanies.

(*c*) Allowance will be made for the weight of lumber required to line box cars loaded with perishable freight, in carloads, provided consignor makes declaration on bill of lading at shipping point as to the number of feet so used, such allowance to be computed at 2½ lbs. per foot, board measure, but not to exceed a weight based on 800 feet, board measure, per car. Agent at shipping point will make notation on way bill showing the number of feet so used. An additional allowance of 500 lbs. per car will be made for stove and fuel.

(*See* Note B).—No allowance to be made when refrigerator cars are used.

(*d*) An allowance of 1,000 lbs. weight per car will be made for temporary racks on flat or gondola cars loaded with shipments of bark. (*See* Note B).

(*e*) No allowance in weight will be made for permanent racks on flat cars when the weight of such racks is already included in the marked or stencilled tare of the car.

(*f*) No allowance in weight will be made for grain doors or for the boards in doorways of cars loaded with bulk freight.

(*g*) Weighmen are authorized to make such allowance as they estimate covers the weight of accumulated ice, snow, or refuse, which may be in or upon the car at time of weighing; the amount of allowance and reason therefor to be shown on way-bill and station records, also on weekly weighing report. Form 10. (*See* Note B).

Note B.—No allowance will be made on carload traffic which will reduce the weight below the specified carload minimum.

It will be seen by a comparison of the foregoing that the proposal of the carriers now is to do away with allowances for blocking, dunnage, and temporary racks used in connection with the bulk of the freight shipments in cars covered by these tariffs. This was strenuously objected to by the shippers. It seems to have been thought fair by the carriers in arranging their tariffs originally to make reasonable allowances from track scale weights to rectify any variation in the tare of cars, or increased weight thereof by reason of the absorption of moisture and the accumulation of snow, ice and the like. These allowances have been in existence for many years and the business of shippers has been adjusted in accordance therewith, and any change in these conditions naturally meets with objection. The point in the meantime, however, for consideration is whether it is fair that the carriers should modify these regulations in whole or in part, and whether the working thereof in the past has operated reasonably, or whether under existing conditions undue burdens are placed upon the carriers by reason of these provisions.

The Railway Companies opened their case by showing with some elaborations the care taken by them in connection with the weighing of carload traffic, and they contended that the weighing of traffic had become more careful and scientific, so that there did not now exist the reason for these allowances that formerly prevailed. The companies certainly showed that they exercise a great deal of care in connection with testing and examining their various track scale, and apparently are doing everything in their power to keep these scales in a condition that accurate results may be obtained. In addition to their own regular inspection and testings, these scales are all examined and tested annually by government inspectors, and while in the ordinary course of

events some scales must occasionally go wrong, it would seem from the evidence presented that the companies are taking all reasonable steps to keep their scales in good condition.

Evidence was also given covering the various practices prevailing with reference to stencilling the tare upon cars, and so far as one could judge, it would seem that the companies are using due care in keeping the tare accurately stencilled, although upon investigation into individual instances, it is surprising, notwithstanding all the care exercised by the carriers, how their stencilled tare varies from actual weights. A statement was filed by one large shipper showing the weighing of 159 box cars during the months of August, September and October, 1910. One hundred and fifty of these cars were owned by Canadian railways; the other nine were foreign cars. Of the total number, ten were not stencilled at all. Ninety-nine upon being weighed showed that their actual weight was about 75,000 lbs. lower than the tare marked on the cars. Twenty-three showed that their actual weight was about 7,500 lbs. higher than the tare marked thereon. In other words, about two-thirds of all the cars actually weighed were each on the average, about 750 lbs. lower than the stencilled tare, and about one-seventh of the cars were each on an average about 320 lbs. higher than the tare marked thereon. It is to the credit of the shipper who weighed these cars that paid tolls upon the actual weight, and did not take the advantage of the carriers that possibly was open to him by reason of the stencilled tare being erroneous. It is altogether likely, however, that the foregoing state of affairs does not usually prevail. The Board received, since the hearing, statements from various shippers showing a different state of facts, and that the result of their weighing disclosed that a majority of cars weighed more than the tare marked thereon. At any rate, no matter what the actual result might be if all the cars were accurately weighed it certainly seems that there is a variation between their actual weight and the stencilled tare. This, I presume, was one of the reasons why the carriers originally thought it proper to make reasonable allowances from track scale weights. Of course it must make a difference whether a box car is wet or dry. This was one of the grounds for the original allowance by the carriers. It must be extremely difficult at all times to show by the stencilling the actual weight of the car. It must also be difficult to obtain with scientific accuracy the weight of any box car load of traffic under varying weather conditions, both as these may affect the car itself, and as the scales upon which it may be weighed. The best that can be done under these varying conditions is to obtain as accurate weights as possible. These may sometimes favour the carrier and sometimes favour the shipper.

Clause "g" in the proposed tariff was strenuously objected to by the shippers; and by it the companies apparently propose to leave the weighmen to guess at whatever weight should be allowed for ice, snow, refuse and the like, which may be in or upon the car at the time of weighing—these weighmen to give the reasons for any allowance they may make, and these to be shown on the waybills and station records, as well as on their weekly weighing reports.

From statements filed, the Canadian Pacific Railway Company on its eastern lines has some forty-three track scale points, and the Grand Trunk about forty-seven. Elaborate statements were submitted showing the result of weighing cars upon these various scales, both coupled and uncoupled.

As before stated, when the bulk of this traffic is weighed at these track scale points, it is in the absence of the shipper. Now, a car comes in upon which the weighman thinks some allowance should be made for accumulation of snow and ice. No one is there upon behalf of the shipper. How is the judgment of the weighman with respect to what allowance should be made to be checked? It would seem that a provision of the kind proposed by the carriers will leave this whole matter absolutely in the hands and under the control of the railway companies, through the medium of their weighman, and the shipper can have no voice whatever with respect to what

allowance should be made upon this account. Is it any fairer that this should be left absolutely in the hands of the railway companies, than it would be if it were left absolutely in the hands of the shippers, and I fancy the shippers themselves would hardly suggest that it should be left absolutely to them to say, under all circumstances, what allowances they should get for accumulation of snow, ice and the like. It does not seem to the Board that this provision should be permitted. It is not a weighing at all—it is a mere guess by some one in the employ of the railway company. It is not being suggested that these weighmen would not exercise their best judgment, and give the best guess possible, but it is the principle of leaving arbitrarily in the hands of the carriers the fixing of this allowance and depriving the man who has to pay the bill of any voice whatever either in the estimate or in endeavouring to have it corrected afterwards if he thinks the estimate too low. If some arbitrary sum cannot be agreed upon, some other system will have to be devised than that proposed.

The statements submitted by the shippers showing the actual weights of dunnage used in connection with the different commodities vary greatly. Some shippers show that they use from twelve to fourteen hundred pounds, and are allowed a thousand.

Other shippers use on an average six hundred pounds and are allowed a thousand. One statement filed showed that a large number of cars had been shipped upon which 1,000 lbs. on each had been allowed for dunnage and not over 600 lbs. on each had actually been used. Of course, it must be that some shippers require to use a greater weight of dunnage, blocking, and the like than others, and the result of the whole inquiry certainly leaves the impression that these allowances should be revised, and it seems to the Board that before it attempts, upon the material before it, to express an opinion as to what practice should be established and what allowances, made, that the shippers and carriers should have a further conference in connection with these matters. The Board has less hesitation in making this suggestion because when these revisions were made by the carriers it was done without discussing the situation with the shippers, and without giving any notice, other than the submission of the tariff, that these radical changes were suggested. The hearing disclosed that the traffic officers of the railway companies had gone into this whole matter very fully and thoroughly. It may, however, be that upon a full and frank conference and discussion with the shippers or their representatives modifications of the proposals made by the carriers may be made that will be acceptable to the shippers. However, whether this is so or not, the Board is of the opinion that these matters should all be fully exhausted between the parties interested, when, if the matters cannot be adjusted, the Board will either upon the material now before it, or upon other further hearing and evidence, dispose of all matters that the parties themselves are unable to adjust. In expressing this opinion the Board has no hesitation in saying that in its opinion the track scale allowances made by railway companies in the past, have, so far as the evidence discloses, been upon a liberal scale, and without attempting to dispose finally of the matter, the Board will expect that the shippers will be prepared to deal liberally and fairly with the railway companies in any reasonable attempt made by the latter to put these track scale allowances upon a fair basis. As already indicated, however, some arrangement must be made with reference to allowances for snow and ice and other than that suggested by the companies.

When the case was being heard, Mr. Walsh drew attention to the fact that tariffs were in force in British Columbia making allowances for variation in tare caused by moisture, accumulation of ice, snow and the like, on lumber and other forest products, between the first of December and the 30th of April, of 500 lbs. on box cars and 1,000 lbs. on flat cars, and between May 1 and November 30, of 500 lbs. on both box and flat cars.

It is now brought to the attention of the Board that the Canadian Pacific Ry. Co. intends to withdraw the tariffs making provision for those allowances for variation, and intends to cancel them as of August 1, and in commenting upon this intention Mr. Beatty, upon behalf of the Canadian Pacific Ry. Co., says that the reasons which impel his company to take this action are that his Traffic Officers consider that they would be unable to justify any difference in treatment as to shipments from British Columbia, and that the allowance proposed to be made in the East are the only ones which the company thinks can be consistently granted without working discrimination between shippers. The proposal to withdraw these allowances from British Columbia points has reached the shippers there, and they, not having been heard or consulted in the matter, naturally object to so serious a change, without at least an opportunity of adjusting their business in accordance with such change if it is to be made. A representative of the British Columbia lumbermen appeared before the Board but was told that British Columbia was not affected by these tariffs, and so made no presentation of the case of the shippers there.

It seems to the Board that it is proper to pursue the same course with reference to this proposed change in British Columbia tariffs that is to be taken with reference to the tariffs proposed by the railway companies now under consideration. Radical changes of this sort should not be made, even if proper, without a longer notice to shippers. There may be many large contracts made by British Columbia lumbermen based upon existing tariffs that would extend far beyond the effective date of this proposed change, and which change might work to serious loss if the effective date were permitted to remain as of the 1st August.

An order must, therefore, go similar to the one made on March 29 last above referred to, postponing the effective date of the proposed British Columbia tariff until the shippers there have an opportunity of presenting their views to the Board, or until possibly the conference hereinbefore directed may be had, and possibly such conference may include a discussion of the situation in British Columbia with the shippers or their representatives from that province.

The Board has the least hesitation in directing this course, because when the tariffs under discussion were filed these allowances to British Columbia mills were continued by supplements to the lumber tariffs filed, effective the same date as those now being considered. These, as has been stated, were in effect when this case was heard; and it is only since the discussion that the company has decided to withdraw these allowances to British Columbia mills.

Mr. Commissioner McLean concurred.

Express Rates on Cream to be used for the Manufacture of Butter.

Numerous protests were received by the Board from dairymen and creamerymen against (*a*) new express charges on returned empties; (*b*) the change in the estimated weight of cream from 10 to 12 pounds per gallon; (*c*) the increased lowest rate of Scale 'N' from 30 to 35 cents per 100 pounds.

Judgment, Assistant Chief Commissioner Scott, April 1, 1911.

The express rates on cream, used for the manufacturing of butter, have been increased to an excessive and unreasonable extent within the past few years. These rates are now governed by Scale 'N' of the Express Classification for Canada, No. 2, effective March 1, 1911. As they should be materially reduced, I think the Express Companies should be ordered to issue a special tariff for cream for the manufacturing of butter, and I think the following rates, suggested by Mr. Commissioner Mills, are fair and reasonable under the circumstances:—

Miles.	5-gal. can.	8-gal. can.	10 gal. can.
25	15c.	20c.	25c.
50	20c.	25c.	30c.
75	25c.	30c.	35c.
100	30c.	35c.	40c.
150	35c.	43c.	50c.
200	40c.	51c.	60c.

This tariff to be effective April 15, 1911, and to apply to all territory east of Port Arthur.

The tare or weight of the can to be included in the above rates. These rates not to include the return of empties, but to include a wagon service wherever it is provided for other commodities.

We have heard a good deal of late about the charges for the return of empties. The Express Companies have been straining the construction of the classification under empties, and have been collecting 10 cents for the return of a single can. In order to prevent them doing this in the future, the following words should be struck out of the end of the second paragraph under empties:—

"and 10 cents on each shipment."

Considerable inconvenience has also been caused to shippers by the companies exacting pre-payment on the return of empties. I am satisfied that no injustice will be done the Express Companies by leaving them to collect their charges for the return of empties when they are delivered to the owner, as any man who requires back an empty will certainly be willing to pay a reasonable express charge on its return. Therefore, the words: "charges must be prepaid" under the item "empties" should be struck out of the classification.

Chief Commissioner Mabee concurred.

Judgment, Mr. Commissioner Mills, March 31, 1911.

In the year 1903, the Express Companies issued a large number of special rates on "milk or cream," nearly all the same as one or other of the two following samples:—

MILK OR CREAM.

(Dominion Express Company, Ottawa, March 2, 1903.)

Distance.	5-gallon can.	8-gallon can.	10-gallon can
Within a radius of 25 miles	$0 16	$0 20	$0 25
Over 25 up to 45 miles	0 21	0 26	0 30

SOUR CREAM.

(Dominion Express Company, Toronto, July 25, 1903.)

Distance.	5-gallon can.	8-gallon can.	10-gallon can
Over 40 to 50 miles	$0 20	$0 25	$0 30
Over 50 to 65 miles	0 25	0 30	0 35
Over 65 to 80 miles	0 30	0 35	0 40

Empty cans returned free. No wagon service.

On the 5th of July, 1906, all existing special rates on cream were cancelled and the following special rates were issued:—

SOUR CREAM FOR MANUFACTURING PURPOSES.

(Dominion Express Company.)

Distances.	5-gallon can.	8-gallon can.	10-gallon can.
Not over 40 miles	$0 15	$0 20	$0 25
Not over 50 miles	0 20	0 25	0 30
Not over 65 miles	0 25	0 30	0 35
Not over 80 miles	0 30	0 35	0 40
Not over 100 miles	0 35	0 40	0 45

Empty cans returned free. No wagon service.

From these figures, it appears that in the neighbourhood of Ottawa, in the year 1903, when the traffic was very much lighter than it is at present, the Express Companies carried cream for distances up to and including 25 miles and brought the empty can back to the shipper for a total of 16 cents per five-gallon can, and for greater distances in proportion. They performed the same service in the neighbourhood of Toronto, within a radius of 50 miles of that city, for a total charge of 20 cents per five-gallon can. No wagon service in either case.

The same rates, with very slight variations, were charged for like services in the neighbourhood of Montreal and elsewhere.

In July, 1906, slight changes were made by the Dominion Express Company in the rates that had been in force for three years prior to that date. At Ottawa, the maximum distance for the lowest charge (16 cents) on a five-gallon can, was increased by 15 miles and the rate reduced by 1 cent per can. For a distance of 26 to 45 miles inclusive at Ottawa, the rate had been 21 cents for a five-gallon can; for a distance of 41 to 50 miles inclusive at Toronto, the rate had been 20 cents per can; and, in 1906, the rate was made 20 cents per can for distances of 41 to 50 miles inclusive at Ottawa, Toronto, and all other points east of and including Sudbury Jct., Ont.

The chief change in 1906, consisted in proportioning the rates to three sizes of cans and graduating the distances from one mile up to 100 miles.

In 1907, the companies suddenly discovered that the rates which they had been charging on cream during the four years previous to that time were not so high as they should have been; and they promptly increased them 100 per cent on a five-gallon can for distances within a radius of 25 miles. A pretty good increase to be made all at once, without notice or discussion of any kind; and, on March 5, 1911, they made another increase of about 50 per cent, which latter increase they claim has been made in accordance with principles laid down by the Board.

Since 1906, the traffic in cream has greatly increased, and, in view of the fact that heavier traffic in any province, state, or country is so often given and urged by traffic experts and others as a good and sufficient reason for lower rates than may properly be charged where the traffic is relatively lighter, I am unable to understand why there should have been much, if any, increase in the express charges on cream in January, 1907. The large increases in the traffic from year to year were, I think, quite sufficient to balance such increases as may have been in the cost of operation and maintenance.

It should not be forgotten that by the rates charged prior to 1907 the Express Companies encouraged the farmers to incur considerable, and in some cases large, expenditures which would not otherwise have been incurred for cans, cream separat-

ors, separating houses ice houses, and butter factories—expenditures of which a large portion will become useless, if the present express rates on cream are approved by the Board.

Further, stock-raising and dairying are very important industries, which have much to do with the success of all lines of business including that of railway and express companies throughout the Dominion. Stock-raising and the cream-gathering branch of dairying go hand in hand, the latter contributing largely to the success of the former, in a way which I have not time to explain. Hence the seriousness of any move which would cripple or paralyze these all important branches of Canadian farming.

Therefore, in view of the statements made by various parties interested in the shipment (see notes of hearing at Ottawa, March 21, 1911) that they had not been heard at the time of the general investigation of the Express Rates, my opinion is that it should forthwith be arranged, by the issue of a special tariff, that the charges on cream for making butter, between all points east of Port Arthur, should not exceed the figures set forth in the following schedule:—

Miles.	5-Gallon Can.	8-Gallon Can.	10-Gallon Can.
	Cts.	Cts.	Cts.
25	15	20	25
50	20	25	30
75	25	30	35
100	30	35	40
150	35	43	50
200	40	51	60

Return of empty cans, 5 cents each.
No reduction for smaller or partially filled cans.

I concur in the recommendation of the Assistant Chief Commissioner, that the words "charges must be prepaid" be struck out of the "Express Classification for Canada No. 2."

And I would suggest that the Express Companies be directed forthwith to issue a special tariff on sweet cream for purposes other than butter-making, adjusting the figures for the entire service, outward shipment and return of empties, so that for the total service there shall be no increase in any charges over the charge made for the said total service between March, 1907, and March, 1911, and submit the same for approval of the Board.

Chief Commissioner Mabee and Assistant Chief Commissioner Scott concurred.

Judgment, Mr. Commissioner McLean, April 1, 1911.

I agree in the disposition recommended as to rates. The rates on cream for the manufacture of butter, while complained of at the outset of the express investigation, were, through inadvertence, not brought before the Board for its consideration in the matter. The rates as established for butter manufacture in the period between 1903 and 1906, inclusive, were doubled in 1907. I am of opinion that the Express Companies have not justified either this increase or the increased level of the rates as put in force on March 1, 1911.

As I understand the situation in regard to sweet cream for purposes other than butter-making, it stands in a different tariff situation from that outlined in the preceding paragraph regarding cream for butter-making purposes, and I find myself unable to agree with the disposition directed in paragraph 2 of the Order.

As regards the question of prepayment on returned empties, I regret that I am unable to agree with the disposition recommended. I think where the charge is made where the goods are delivered, instead of when the goods are received, by the Express Company, this is a matter of concession, not of a right. I think that in view of the arrangements which existed under Classification 16 in regard to returned empties, whereby in various cases it was provided that the empties might be returned with charges to collect by agreement with the owners, a similar practice might well have been worked out in regard to the larger shippers under the present classification, and that the provision as to prepayment charges might have stood as to smaller and occasional shipments where otherwise the Express Companies would not have been sufficiently guaranteed against having the empties left on their hands.

In re Express Rates on Cream.

In compliance with the terms of the Order issued in pursuance of the judgment of the Board, the express companies prepared and filed special tariffs giving rates on cream, sweet or sour, to be used for all purposes.

Judgment, Mr. Commissioner Mills, July 19, 1911.

On the 21st day of March, 1911, the Board issued Order No. 13381 fixing certain express rates on cream for butter making and a tariff of higher rates on cream for purposes other than butter-making. This Order, providing for two tariffs on cream, was issued in accordance with the practice of the Express Companies west of the City of Port Arthur and a practice with some of the said companies for a short time between points east of the said city; but experience has led both the Express Companies and many of the shippers of cream in the Central and Eastern Provinces to ask for a single tariff on cream, without regard to the use made of it.

On June 1, 1911, the Express Companies submitted for the consideration of the Board a special tariff 'B', and, on the 26th of June a special tariff 'C',—both giving rates on cream, sweet or sour, to be used in any way purchasers may think proper,—'B' excluding, and 'C' including collection and delivery service.

Tariff 'B,' as submitted, is almost identical with the Board's tariff on cream for butter-making, practically the only difference being in the matter of collection and delivery service. The tariff on cream for butter-making includes collection and delivery service, while that on cream without restriction as to use, does not include such service.

Tariff 'C,' including collection and delivery service, differs from tariff 'B,' which excludes such service, by an increase of 5 cents per can in 8 of the rates quoted, 10 cents per can in 2 of the rates, and 15 cents per can in one of the rates.

Considering these proposed increases for collection and delivery service, I am unable to understand why the charge for such service in the case of a 10-gallon can should be 5 cents when it has been carried 25 miles by rail, 10 cents when it has been carried 50 miles by rail, and 15 cents when it has been carried 75 miles by rail, while the charge for the said extra service in the case of a 5-gallon can is not determined or affected by the distance it has been carried by rail—whether 25, 50, 75, or 100 miles.

All I need say is that,—after much figuring, in addition to deliberate and prolonged consideration of the traffic above referred to and the evidence given at three hearings, with a careful comparison of the rates charged prior to 1906, those charged from 1907 to the 1st of March, last, those hitherto charged between points west of Port Arthur, and those now charged in the Central and Eastern Provinces—not overlooking the fact that the minimum voluntarily established and continuously maintained for years past between points west of Port Arthur is 15 cents, while the minimum for the same service (the outward shipment and the return of the empty can, without collection and delivery service) east of Port Arthur is 20 cents, the

latter being 33⅓ per cent more than the former.—I have made slight changes in tariff 'B' as filed by the companies, some decreases and some increases in the figures, fairly well balanced, with a view to more equitable charges per gallon on cream shipped in 5-gallon cans compared with cream shipped in 8 or 10-gallon cans; and I submit for approval the following special tariff 'B,' including the terms and conditions set forth therein, as being, in my opinion, reasonably fair to both the Express Companies and the shippers of cream.

EXPRESS COMPANIES SUBJECT TO THE JURISDICTION OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Special Tariff on cream in cans, with or without jackets, plainly and distinctly stencilled and tagged (not in tubs, with or without ice).

Applying between all points east of Port Arthur; also between the said city and points east thereof.

Covered by Express Classification for Canada, No. 2 (C.R.C. No. 2) Supplements thereto, and re-issues thereof (except as specified herein).

Miles.	5-gallon cans each.	8-gallon cans each.	10-gallon cans each.
	$	$	$
25	·15	·20	·25
50	·18	·26	·31
75	·22	·31	·36
100	·26	·36	·41
150	·34	·46	·51
200	·42	·56	61

The above charges do not include collection or delivery service.

Returned empty cream cans which when filled were carried under this tariff, will be charged at the rate of five cents each for return carriage on the railway.

No reduction on smaller or partially filled cans.

Two five-gallon cans will not be charged at the rate for a ten-gallon can.

Where wagons or sleighs deliver and call for shipments (including both full and empty cans), the above rates will be increased by five cents per can.

Issued. . . . . Effective. . . . . .

2. The terms and conditions set forth in the above Tariff 'B,' are and shall be the terms and conditions, and the only terms and conditions, imposed or exacted by any Express Company in or in connection with the shipping of cream as above.

3. *Regular Railway Stations.*—Every Express Company shipping cream from a regular railway station shall arrange with its agent or some other employee to make out way-bills of shipments in triplicate, on a form prescribed by the Express Company —one for record in his office, one for the shipper, and the other for the express messenger on the train—whenever the cans to be shipped are at the station fifteen (15) minutes before the schedule time for the arrival of the train on which shipment is to be made.

4. *Flag Stations.*—Any one shipping cream from a flag station must himself, or some one for him, make out way-bills of shipments, clearly and legibly, on a form prescribed by the Express Company—one to be given to the express messenger on the train and the other to be signed by the said messenger and handed back to the shipper or his representative; and the said shipper or his representative must, promptly and with due despatch, load his cans into the car when the train arrives.

5. On any form prescribed for the shipping of cream, there must always be a space for the consignee to sign his name acknowledging the receipt of the number of cans entered on the way-bill; and on the form for flag stations, there must be also a space for the express messenger to sign his name acknowledging the receipt of the number of filled cans entered on the way-bill.

6. Upon request, the Express Company shall furnish a collection-and-delivery service for shipments of cream in any locality for which a wagon or sleigh service is provided.

7. Every Express Company shipping cream—

(*a*) Shall see that its messengers and other employees handle the cans with due care.

(*b*) Shall deliver the cream (as a perishable commodity) with the least possible delay, in all cases in which delivery has been requested, especially in hot or very cold weather.

(*c*) Shall arrange so that cans containing cream shall not be left exposed to the sun, or to severe frost, between the time of unloading from the car and delivery to, or removal by, the consignee.

8. All the provisions of this order shall become effective on the 18th of September, 1911.

Concurred in by Assistant Chief Commissioner Scott.

Judgment, Mr. Commissioner McLean, August 1, 1911.

I find myself in disagreement with Commissioner Mills' judgment in respect to certain matters hereinafter developed.

In the table of rates contained in his judgment, it seems to me it would be more satisfactory both from the standpoint of the shipper and of the express companies to have the rates expressed in multiples of 5 cents. This would facilitate the handling of the many small shipments which enter into this phase of the express business. In regard to the scaling of the rates, tariff "B" submitted by the express companies, while it tapers the rate from 30 cents to 35 cents in the mileage group from 100 to 150 miles in the case of 5-gallon cans, does not pursue the same policy in the case of 8-gallon cans and of 10-gallon cans, in each of which cases a 10-cent increase is made for the 50-mile group. It is in accordance with accepted rate practice to have the rates taper on the longer distances. Commissioner Mills, in his judgment in dealing with the groups from 100 to 150 and 150 to 200 miles, follows the policy set out in tariff "B" already referred to, except that while tariff "B" has a 10-cent additional charge for the 50-mile group limited to the cases of the 8-gallon cans and of the 10-gallon cans, his judgment adopts a similar policy in the case of the 5-gallon cans, an 8-cent addition being made for the group from 150 to 200 miles, instead of the 5-cent addition charged in the tariff "B." I am aware that this is the result of various rearrangements and checkings which Commissioner Mills has made, which in his opinion balance the charges more equitably in the case of the 5-gallon can shipments as compared wtih the 8 and 10-gallon can shipments. At the same time, I am not able to accept his position.

Under the tariff as recommended by Commissioner Mills, the question of collection and delivery service is left optional with the shipper. The proposed tariff provides "that where wagons or sleighs deliver and call for shipments, including both full and empty cans, the above rates shall be increased by 5 cents per can." In the course of the hearing, I expressed the opinion that an optional arrangement whereby at one time the express company would be called upon to perform a collection or delivery service while at another time it would not be so called upon, was not a satisfactory one, and that it would not work out equitably. Further consideration of the matter has reenforced the opinion I then expressed. It appears to me unfair to have a situation existing where in the general run of cases collection or delivery service

will be performed by the individual shipper, while in exceptional cases involving a longer haul, &c., the burden will be placed upon the express company. In the matter of collection or delivery, there must, if the cost of the service is to be met from the charge made by the express company, be an averaging up of the shorter hauls against the longer hauls. An optional arrangement would work out, it seems to me, in a very one-sided manner. If, in general, the dealers were desirous of performing their collection and delivery service there might be some reason for an optional arrangement, but it was testified at the hearing by Mr. Bingham that——

"the dealers have already agreed that they want a wagon service, after discussing the matter. The wagon service is wanted, so we would like you to consider the matter in that light."

Further, Mr. Bingham said that while he had in the first instance taken the position that the wagon service was not essential, he had given in to the others engaged in the business who desired to have a wagon service. Commissioner Mills and I are agreed that there should be an additional charge for wagon service. It is essential to have the tariff made out so that there will be a charge for collection or delivery included in the rate. The following table indicates how the scale of rates suggested by Commissioner Mills works out when the addition of the 5-cent charge for collections or delivery is made:—

Miles.	5-gallon cans.	Including collection or delivery.	8-gallon cans.	Including collection or delivery.	10-gallon cans.	Including collection or delivery.
25	15	20	20	25	25	30
50	18	23	26	31	31	36
75	22	27	31	36	36	41
100	26	31	36	41	41	46
150	34	39	46	51	51	56
200	42	47	56	61	61	66

I have already indicated the position I take in regard to the scaling of the rates, and the rates which I consider more satisfactory are, including collection or delivery charges in each case, as follows:—

Miles.	5-gallon cans.	8-gallon cans.	10-gallon cans.
25	20	25	30
50	25	30	35
75	30	35	40
100	35	40	45
150	40	45	50
200	45	50	55

While Commissioner Mills does not specifically deal with the question of a minimum chrarge, I assume that he holds there should not be any minimum charge as distinct from the rate for the given quantity and distance. If I am right in this assumption, I agree in this position.

Some additional matters are taken up by Commissioner Mills in his judgment. Regarding the paragraphs dealing with regular railway stations and with flag stations, we have not had before us evidence that there are grievances which would warrant the action recommended by Commissioner Mills in these respects. It is true that in another complaint launched by the Montreal Milk Shippers' Association dealing with shipments of milk into Montreal on baggage cars, certain complaints were made

which are in line with those dealt with by Commissioner Mills, but we are not informed that a similar set of complaints exists in respect of cream shipments by express. The Board is, of course, not bound down by rigid rules of evidence to the very words of a complaint submitted to it. If it is satisfied that a grievance exists which demands action different from that asked for, or if it is satisfied that further investigation would give a more satisfactory solution of the matter, it is open to it so to act; but in the case before us, in the absence of any allegation that there are such grievances existing, and in the absence of an investigation by the Board the results of which would warrant it drawing up the regulations suggested by Commissioner Mills, I find myself unable to agree to his recommendations.

Clause 6 of the draft order attached to the judgment requires the express companies to furnish collection and delivery service for shipments of cream in each locality for which a wagon or sleigh service is provided. I do not apprehend the necessity of including those provisions, as the refusal of the express company to furnish such a service under such conditions would render it open to the inhibitions in regard to discrimination.

As to the provisions requiring the express companies to handle cans with due care and to give them proper treatment either during hot weather or cold weather, the Board in considering the receipt form of the express companies went away carefully into the question of the liability of express companies and greatly extended the liability. I am of the opinion that the receipt form as it stands is at present sufficient.

In re OBJECTIONS TO DRAFT ORDER IN THIS CASE.

Mr. Commissioner Mills, August 15th, 1911.

I am aware that it would, perhaps, be more convenient for the express companies "to have the rates expressed in multiples of five cents," and that "it is in accordance with accepted rate practice to have the rates taper" as suggested by Commissioner McLean; but I am not so much concerned about the "accepted rate practice" and the convenience of express clerks and agents as I am to secure a tariff which will be fair to the express companies and reasonably equitable as regards shipments in cans of different sizes. If 5 cents is a fair addition to the charge on an 8-gallon can for an increase of 25 miles in the distance, surely it is not a fair addition to the charge on a 5-gallon can for the same increase in distance, as proposed by the express companies and approved by Commissioner McLean.

From statistics obtained from sixteen of our leading dealers, I find that 50 per cent of their cream is shipped to them in 5-gallon cans, 35 per cent in 8-gallons cans, and 15 per cent in 10-gallon cans; and that 24 per cent of it is shipped 1 to 25 miles; 32 per cent, 26 to 50 miles; 32 per cent, 51 to 75 miles; 10 per cent, 76 to 100 miles; and 2 per cent, 101 to 150 miles; so I maintain that Special Tariff "C," as set forth in the order submitted herewith, will insure to the express companies as large a revenue as they would have obtained under Tariff "C", as submitted by them; and the rates in it are a nearer approach to relatively fair charges on cream shipped in cans of different sizes.

From my knowledge of the milk and cream business, I am of the opinion that a milk dealer's decision regarding the matter of express collection and delivery service, depends, not on the distance of his factory or warehouse from the railway station, but on the time at his disposal and whether he has the men, horses, wagons, sleighs, or other means of conveyance on hand and available for doing the work himself; but, lest the optional arrangement should work out to the disadvantage of the express companies, as feared by Commissioner McLean, I have reconstructed the order, putting it into a form which may, I hope, secure his approval, as well as that of the Assistant Chief Commissioner.

Though I am not prepared to admit that the Commission is bound by strict rules of evidence, according to the practice in ordinary civil courts, or that it is under obligation to confine its action to the exact particulars set forth in complaints made by laymen at informal hearings, when the actual facts of the case are well known to the Commission, nevertheless, out of deference to Commissioner McLean's opinion, I have omitted sections 3, 4, 5, and 6, dealing with flag stations, &c., in the draft order submitted on the 25th July, 1911,—the said sections being, in my opinion, quite proper and clearly defensible but not really an essential part of the order.

Whatever the present liability of the express companies may be, I know, as a matter of fact, that cream and milk cans are not always handled with due care, that cream is not always delivered with reasonable promptness after its arrival at destination, and that cans containing cream are not unfrequently left exposed to the direct rays of the sun or severe frost for some time after unloading from cars. Hence, without either denying or admitting that the present express receipt form is sufficient, and notwithstanding Commissioner McLean's expression of opinion to that effect, I have decided to leave in the order the section dealing with these matters.

The Express Traffic Association applied for a rehearing of that portion of the Order covered by paragraphs 3 and 4. Under paragraph 3 the words, "Charges must be prepaid," under the item "Empties" in the classification, were struck out and the following words substituted therefor: "If the authorized charges for the return of empties are not prepaid by the party returning them, the party to whom they are consigned shall be liable for the express charges thereon and must pay the said charges on delivery." The words, "and ten cents on each shipment," in paragraph 4 of the Order, were struck out.

The rehearing was had at Toronto, October 23.

Oral judgment, Chief Commissioner Mabee, delivered at the hearing.

When this order of March 21 was made, paragraph 3 was inserted because of the contention that the original shippers of commodities that went out in empties, that in the ordinary course of business would be returned to the shipper, were being placed in the situation of not being able to get those empties back in consequence of the consignee not taking sufficient interest in the matter to prepay the return charges.

It was thought, and during the general inquiry it was urged, that if a toll were put on returned empties, and prepayment of that toll was demanded, that the shippers would not be able to get their empties returned.

We thought in connection with the general inquiry that there should be some reasonable charge for carrying back returned empties, but we did not anticipate at that time that the prepayment of those charges would be required.

So that the shippers should not be prejudiced in getting back their empties, clause 3 went into the Order.

It has been now suggested that the clause in the International Classification will probably work, so that the Order of March 21 may be amended by striking out clause 3 and inserting:—

> "Charges must be prepaid, unless an agreement has been made with the owner of the empties, whereby they may be returned with charges to collect."

It is not worth while anticipating that any trouble may arise in connection with working out that change, but in order that it may be understood that if it is not worked in a liberal spirit, and if shippers are prejudiced or handicapped, the Board will not have any hestitation about trying to readjust it and put it in shape so that they will not be handicapped.

Application is made to strike out clause 4 of the Order. When this part of the classification was being considered the words "on actual weight at one-half the rate per hundred pounds at pound rates," which applied to the full shipment, minimum

5 cents on each package and ten cents on each shipment, means literally, that the company may be entitled to charge five cents on three packages that go to make up the shipment, plus ten cents on the shipment. It does not mean anything else than that.

It is said now that that is not what was intended; but, that what was intended was that the ten cent minimum should be applicable only where there was a single shipment, and that where there were several shipments, provided the minimum applied, and not the pound rate, that there would be, say, in the case of three shipments, 15 cents, and not 15 plus 10. However, we think that, in view of the fact that the express companies under this charge are entitled to collect tolls for traffic, that they formerly carried for nothing, a five-cent minimum on an individual package is sufficient, and so no change will be made in paragraph 4 of the Order of March 21.

Order issued refusing the application to rescind clause 4 of previous order and amending clause 3 as applied for.

Complaint of the farmers regarding increases in Express Rates on March 1, 1911, resulting from separate charges for the return of such empties as Egg Crates, Butter Tubs, Crocks, Milk Cans, &c., on the line of the Canadian Pacific Railway between St. John and Fredericton, in the Province of New Brunswick.
Judgment of Mr. Commissioner Mills, April 4, 1912.

Referring to the four complaints and petitions of farmers in the neighbourhood of Hoyt, Gaspereaux, Clarendon and Westfield Beach, N.B., regarding certain increases in express charges on the 1st of March, 1911, resulting from separate charges for the return of such empties as egg crates, butter tubs, crocks, milk cans, &c., on the line of the Canadian Pacific Railway between St. John and Fredericton, in the Province of New Brunswick,—I do not see how the Board can deal will all these separate cases, unless by the issue of a general Order to the effect that where an express company under the jurisdiction of the Board has made an increase in any of its charges since the 28th day of February last, whether the said increase was due to a separate charge for the return of empties or other cause, the said company shall forthwith re-adjust its figures so that, for any given service or services, there shall be no higher or greater total charge than that which was made for the said service or services prior to the 1st of March, 1911; and I recommend that the express companies be ordered so to adjust their rates and charges within three weeks from the issue of the Order,—leaving the companies free to apply for the hearing of special or exceptional cases, and the Board free to hear and dispose of applications for the reduction of rates hereafter complained of as unfair or unreasonable.

The view of the Chief Commissioner was that the matter of the return charges on empties had been disposed of by the judgment in the express cases. This view concurred in by the Assistant Chief Commissioner and Mr. Commissioner McLean.

Re *Express Companies' Delivery Limits.*

Judgment, Chief Commissioner Mabee, May 29, 1911.

On March 30, 1911, the Order was made requiring express companies to deliver in all cities, towns and villages to all points within the municipal boundaries, upon and after June 1, and abolishing delivery limits after that date.

In order that no injustice might be done the companies, leave was reserved for them to "at once" apply to the Board for the establishment of reasonable collection and delivery zones at such places where for special local reasons it might be unreasonable to require collection and delivery throughout the entire municipal area.

Instead of "at once" taking advantage of this leave, the companies have delayed, until, on May 23, the Board is flooded with applications coming from some seventy-five or more points in Canada, the companies well knowing it could not possibly deal

with a single one of these applications before June 1, the effective date of the Order. What is more, if this is the treatment the Board is to receive after all the latitude given to express companies, it will take its own time to look into the merits of these applications, and in the meantime the Order of March 30 will stand in its entirety. Delivery limits in Canada, after June 1, are abolished, and it will be the duty of express companies to collect and deliver as directed by the Order of March 30.

Assistant Chief Commissioner Scott and Mr. Commissioner McLean agreed.

Re *St. George Express Complaints. Collection and Delivery Service.*

Judgment, Chief Commissioner Mabee, July 12, 1911.

Under date of June 1, the Board received on June 3 a complaint signed by a number of residents of St. George alleging among other things that the Canadian Express Company had for years, up till January 1 last, maintained a collecting and delivery service in that village for the business people. That on January 1 the party doing the collecting and delivery refused to do it longer for the money he was receiving. That the express company refused to pay any more, and certain business people to tide over the difficulty privately subscribed certain payments to the party in question, and induced him to continue the collecting and delivery at that point.

The express company answered the complaint by alleging that they never had any delivery service at St. George.

In order to ascertain the facts, the Board sent one of its officers to St. George, and under date of June 30, he reports fully the result of the investigation made by him there.

It seems that the express office is some distance from the station, and to accommodate the people in the village the company made arrangements to transport express matter to the office in the village, and statements are made by the persons engaged by the company to do this work that the payments made by the company to them were solely to cover the taking of the express matter from the railway station to the express office, and that they never did under their contract with the company any delivery or collection service. They say, however, they have been delivering to certain merchants as an accommodation, and because the express office was small they were unable to keep the express matter stored there. One man says he carted express for eleven years and was agent for eight years, and that he had perfectly understood that he was never obliged to deliver express, and that the money paid to him did not include delivery. Both say that they did deliver to certain parties for extra money paid, but that was their own arrangement and was not made on behalf of the express company.

The Board has not yet been called upon to consider whether it has authority to compel express companies to establish pick-up and delivery service at points where such services have not been voluntarily established, but this complaint is put upon the ground that because the company had established such a service, it should be required to continue it. The Board's officer reports that he was satisfied that this collection and delivery was made only as a matter of accommodation to the shippers there to relieve the congestion at the express office, and that the express company was in no way bound by what was done in connection with such pick-up and delivery service, and that the company certainly could not be expected to maintain a delivery service in a town the size of St. George. Under these circumstances and in view of these facts, it seems clear that the company should not be required to collect and deliver express matter at this point.

Mr. Commissioner McLean concurred.

Re *Express Receipt Forms. (File 17565).*

Judgment, Mr. Commissioner McLean, July 19, 1911.

As a result of several communications to the Board asking that the express companies be required to sign other receipt forms than their own, it being represented that various firms had forms of their own which it would be a convenience for them to use in connection with express transactions, the Board set down for hearing at its Ottawa meeting on June 22, the following question:—

"Can any reasonable system be adopted whereby express companies may sign shippers' receipt instead of itself furnishing the blank, the form of course being the one approved by the Board?"

At the hearing, various forms of receipts which had been in use by different firms before the new receipt form was approved by the Board were submitted by Mr. Chrysler, who appeared for the express companies. One of these receipt forms had this printed at the top:—

"CANADIAN EXPRESS COMPANY,
"Winnipeg, Man.,

"Received from the McClary Manufacturing Company in good order, addressed to.. .. .. .

name printed on the receipt form, this may be done by arrangement with the express companies, the express companies undertaking the printing and the shipper making his arrangements to pay for the additional cost of printing this entails.

As to question of whether receipts should be issued in triplicate or not, this, while it would undoubtedly be a convenience to the shipper, is a matter of business practice, which must be worked out between the express companies and the shippers.

Assistant Chief Commissioner Scott and Mr. Commissioner Mills concurred.

Application of the Express Traffic Association, for an Order Authorizing the Express Companies to Withdraw and Cancel Section "D" of Classification C.R.C. No. 2.

HEARD AT TORONTO, OCTOBER 23, 1911.

Oral judgment, Chief Commissioner Mabee, delivered at the hearing.

There are two applications involved in this hearing. The first is by the express companies for an Order eliminating section "D" from the classification. During the Express inquiry, section "D" was investigated, and some of the items covered were eliminated, and something was said at the time in answer to the contention of the express companies that it should be taken out of the classification entirely, that the better course would be to leave it in abeyance and hear it in the nature of a second application, if the express companies were so advised. That application has not been heard.

The first ground advanced by Mr. Chrysler is that section "D" is discriminatory, and he urges that the shippers of the various classes of commodities covered by section "D" are unduly favoured by the application of these rates. That better rates are given to these shippers than to shippers of other articles of commerce; and that for that reason alone, the section being discriminatory in its nature, it should be taken from the classification.

Now it seems to us that the answer to that is this: the Post Office authorities put in force special postal rates upon a large quantity of commodities covered by section 70, and some of the following sections in the postal regulations. At that time the express rates upon the commodities covered by those postal regulations were higher than the postal rates then introduced by the Post Office Department. Now going back to that time, it was optional with the express companies to meet those reduced postal rates or not, as they chose. If there had been a Railway Commission in existence at that time it would not have had power to require the express companies to carry traffic in competition with the Post Office Department. It was optional with the express companies whether they should meet that competition or not.

They put in certain tariffs intending to meet the competition upon that class of traffic covered by these new postal regulations. They were not bound to do so, nor are they responsible for the result by reason of having done so. It is true that in the result certain shippers of certain commodities got better rates than other shippers of other commodities over the same railway lines and from the same express companies, for similar distances. But that is not the fault of the express companies. They had a legal right to meet that competition, and they are not responsible for the result. So that it is not sufficient to say this section should be removed because it works discrimination. The discrimination is not undue, because it is not caused by any initiative of the express companies. It is caused by reason of the rates put in by the postal authorities which the express companies sought to meet. So that we do not think the discrimination that results from the application of section "D" is such as is struck at by the Railway Act. We, therefore, think that the argument that this section should be taken out, because it is discriminatory, must fail.

Now the second objection to its removal is that no evidence has been given by the express companies that it is not remunerative. We are not overlooking the fact

that where a competitive rate is put in originally, that is a rate to meet the competition of some other carrier or some other body, that it is not always incumbent upon the carrier, if it desires to take out that competitive rate, to prove that it is not remunerative, but this case is a little bit different from the cases that ordinarily arise, because here the express companies when they put in this section "D" went a good deal farther than the post office authorities did. For instance, the Postal Department limited the shipment to five pounds. The express companies by their tariffs which they put in offered to carry any weight at these rates. The proper presumption then seems to us to be that these rates were regarded by the express companies as being remunerative. If they had tied themselves down strictly, and limited themselves only to the class of traffic that was carried under the new postal regulations, then it might be that these authorities applied, and the express companies would be entitled to take this tariff out in its entirety without being called upon to show whether it was remunerative or not.

So that we think, owing to the exceptional circumstances surrounding this case, that this scale should not be removed without affirmative evidence, to the effect that it was not profitable to the express companies engaged in carrying that class of traffic.

There is another ground that seems to us to be important, and that is this: At the same time that it was being urged before us last year that section "D" should be taken out of the Canadian classification, these same express companies were in conference with express officers representing companies in the United States, and agreed to an Official Classification No. 20, covering international traffic, in which they consented to section "D" as it stood in the classification that we assented to in March of this year going in, and at the same time covering a great many articles that are not covered by section "D" in the Canadian classification. I have run over the list in the International Classification hurriedly, and I find that there are some 13 or 14 items, and none of these items of much importance, and under the heads of which one would think a good deal of traffic would move. Take, for instance, plants of all kinds, not including potted plants, roots live, seeds of all kinds, tubers, samples of grain; all of those things in addition to the articles enumerated in the present section "D" of the Canadian classification are embodied in that international classification, and that voluntarily by the express companies. Now, we would hesitate at taking out of a Canadian classification a long list of articles and commodities that move under an agreed classification with the American carriers between points in the United States and Canada, and between points in the United States, and vice versa. Take, for instance, articles shipped from Boston, carried by the Dominion Express Company to, we will say, Vancouver, in the same cars as the Canadian traffic would be moving from some point originating in Canada under the agreed scales with the American carriers embodied in classification No. 20; this traffic would move at very much less rates than the same class of traffic over the same line of railway in the same express cars would move from originating points in Canada to Vancouver. Illustrations might be multiplied, but that of itself is sufficient to cause us to pause, even if there were nothing also in the whole case, before we eliminated section "D." It is impossible to tell what shippers might be injured by reason of very much lower rates upon traffic originating at American points coming to Canadian common points and carried in the same car. Therefore, we conclude that the section should remain in the classification and should not be eliminated.

Now with reference to the second branch of this case, namely, the application of the Booksellers' Section of the Board of Trade to have the classification that we approved, and which became effective on the 1st of March of this year varied by increasing the weight that is to be carried under section "D" from 5 pounds to what it stood under the former section, namely, any weight that the shipper might choose to forward.

Mr. CHRYSLER.—Provided that it is not worth more than $10.

Hon. Mr. MABEE.—Yes, limited to $10 in value.

What has already been said with reference to this being a competitive tariff is to a large extent to be applied to the second application. The law permits a carrier to compete in its tolls with another carrier, if it chooses. For instance, supposing the Canadian Pacific railway was carrying from Toronto to Montreal a certain commodity at a given rate, and supposing the Grand Trunk Railway Company's tariff was considerably higher, and the shipper came to this Board for an Order compelling the Grand Trunk Railway Company to carry to Montreal the same commodity at the same rate as the Canadian Pacific Railway Company was carrying. As I understand the principles of the Railway Act, this Board would have no authority to compel the Grand Trunk Railway Company to do any such thing. It is, I was about to say, one of the few things that is left to the discretion of the carrier, namely, whether it will or will not meet the rates of its competitors. Now the situation would be the same if the Post Office authorities had just put in effect these regulations, and an application were now heard by this Board for an Order requiring the express companies to compete with those reduced rates on this matter that under these regulations can go through in the Post Office. This Board would have no authority to require the express companies to enter into any such competition. The reason for it is apparent upon its face. If that were the law, some rash tribunal might wreck a carrier by compelling it to enter into competition with some other means of transportation that it was not in any condition to compete with at all. It is open to the Post Office to carry any sort of matter that is capable of being carried through the mails, and it is open to the Post Office authorities to make regulations for the carrying of traffic through the mails at any toll, or at any sum that the authorities may choose. It may or may not be carried at a profit. It may be carried at a loss. It may be in the interest of the country as a whole that certain classes of matter should go through the Post Office at a loss, and it is idle to say that a carrier that is expected to earn dividends and re-imburse its stockholders should be compelled to set itself up in competition with any such facility. If an application were being made here to compel the express companies to meet these reduced postal rates, it must fail. What is in effect asked here is the same thing, namely, that while the express companies have put in a competitive tariff with the postal authorities under which they will compete up to five pounds weight, we are asked to take the five-pound limitation off and make them compete in the carriage of a class of traffic that the postal authorities do not attempt to carry at all. We are alive to the disturbance that this result may have on the business of the book dealers and others who had the use of this facility. We are alive, also, to the inconvenience that it may subject them to, that has been spoken of in the way of tying up separate packages, and the like. But it is a situation that we cannot deal with. The express company is within its right in limiting itself to five pounds. We have no authority to extend it, and in the result the application of the booksellers must fail. and this section "D" will remain as it was settled and as it now stands in the classification effective on the 1st of March of this year.

The Halifax Board of Trade vs. the Canadian Express Company.

The Halifax Board of Trade complained to the Board against the advanced rate charged by the Canadian Express Company in the winter season over the summer rate for express service from Halifax to Charlottetown, across the Straits of Northumberland.

The facts are set forth in the judgment of the Chief Commissioner.

Judgment, Chief Commissioner Mabee, January 6, 1912.

When the Prince Edward Island winter express traffic matter was being considered by the Board, the facts connected with the situation were not fully understood by the Board, and the statement of them appearing in the Express Judgment (at page 61 of the printed report), is not correct.

The company has for many years made an extra charge of fifty cents per 100 pounds (merchandise basis), for the winter service, and it now appears that this increase is based upon the necessity of the traffic moving via Georgetown, and not direct to Charlottetown.

During the summer months, express traffic from the west, destined to Island points moves via Point du Chêne to Summerside, and from Nova Scotia points via Pictou to Charlottetown; but during the winter months all traffic to Island points moves via Pictou to either Charlottetown or Georgetown dependent upon ice in the Straits, or the condition of Charlottetown harbour. In the event of this traffic moving via Georgetown, it necessitates a rail haul to Charlottetown for traffic to that city and for this extra service the Company, between December 15 and April 15, adds fifty cents per 100 pounds to the summer rates. No complaint is made of the extra charge provided the traffic moves via Georgetown; but the fact is that during the most of the period the steamers are able to reach Charlottetown, and do not require to use the Georgetown route, the result being that the company collects the extra charge based upon the Georgetown route and the rail haul from that point; whereas, in fact the traffic does not move that way. The rates paid by the company to the steamers are the same no matter whether the traffic moves from Pictou to Charlottetown, or from Pictou to Georgetown. The extra rate, therefore, is based solely upon the rail haul from Georgetown. It is apparent that, upon a good deal of winter traffic moving to Island points, the company is making a charge for a service it does not perform. For instance, it is said that during the entire winter of 1909 and 1910, the Government steamer ran from Pictou to Charlottetown, except between January 17 and 25, when she had to go to Georgetown. This statement is controverted by the express company, which says its records show that the steamer made forty-six trips direct from Pictou to Charlottetown, and thirty direct from Pictou to Georgetown. Which statement is correct, I do not know; but accepting that of the express company it shows that, upon all express matter moving on the steamer during these forty-six trips, the company collected the extra charge of fifty cents per 100 pounds that it performed no service for.

A great deal of correspondence has taken place between the Board's Chief Traffic Officer and the express company, the latter raising objections to all suggestions that have been made with the view of rectifying this situation; so it semes that the company is not willing to make some effort directed towards establishing tariffs that do not cover charges for which no service is performed.

Of course there are difficulties. At the point of origin it cannot be foretold which route the traffic will move by; so the shipper wishing to prepay would have to make the higher payment upon the understanding that he should have a refund if his shipment went via the Pictou-Charlottetown route or only prepay to Pictou. The trouble only arises upon prepaid traffic. The toll applicable to the route could be applied upon all collect traffic. The company must file a tariff or tariffs that will remove this anomaly. The tariff may take the form that will work the least inconvenience to all concerned and must be satisfactory to the Chief Traffic Officer. The company must be restrained in the meantime from collecting this additional charge upon traffic moving to island points via the Pictou-Charlottetown route.

These amended tariffs must be filed before January 25, inst.

Mr. Commissioner McLean concurred.

British Columbia News Co. Limited. (File 4214-199).

Application for an express rate of one cent per pound on magazines and periodicals from Vancouver, B.C., to out of town dealers.

The facts are set forth in the judgment.

Judgment, Mr. Commissioner McLean, January 27, 1912.

The applicant, who is located in Vancouver, applies for a flat rate of one cent per pound on magazines and periodicals. The applicant and the express companies having developed their positions by written submissions, the matter may now be dealt with.

At present, the rates applicable are merchandise pound rates, minimum charge 10 cents per shipment, or Section "D" rates if lower charge can be made thereby. It is contended by the applicant that the existing rates will not permit the out-of-town business being developed.

The merchandise rates are not attacked as being unreasonable in themselves. The desire is for a rate for development purposes. The allegation of the Dominion Express Company that the flat rate proposed would result in a loss is not supported by evidence; but it is admitted by the applicant that "at the present time there would not be very much profit in the rate."

Under Section 49 of the Canadian Official Postal Guide, British and foreign newspapers and periodicals, as well as Canadian publications recognized as second-class matter, are if authorized by the Postal Department, carried for news dealers to subscribers in Canada or Mexico at the rate of one cent per pound bulk weight. The rate asked for is competitive with this.

In meeting with the post office rates, the express companies have a right to exercise their discretion as to whether these rates shall be met or not. This has been set out in the matter of the *application of the Express Traffic Association for an order authorizing the express companies to withdraw and cancel Section "D" of classification C.R.C. No. 2.* In giving his decision on this matter on October 23, 1911, the Chief Commissioner used the following words:—

> "Now the situation would be the same if the Post Office authorities had just put in effect these regulations and an application were now heard by this Board for an Order requiring the Express Companies to compete with these reduced rates on this matter that under these regulations can go through in the Post Office. This Board would have no authority to require the Express Companies to enter into any such competition."

The Express Company is under no obligation to protect the applicant against loss in the extension of its business. The Interstate Commerce Commission has said:

> "The position of the growers is that such rates should be established as will permit them to market their product at a reasonable profit. No such test of the justness of a transportation charge can be admitted."

Florida Fruit and Vegetable Company vs. A.C.L., R.R. Co., 17 I.C.C.R., 560.

That is to say, the right to a reasonable profit to the transportation agency as well must be recognized. Looked at as a rate competitive with the Post Office, the rate asked for is one which the express company has the right either to refuse or to grant. Looked at from the standpoint of an experimental rate for the development of business, it must be recognized that the express company in putting in, of its own volition, a low rate basis to develop business has a greater initial discretion than is possessed by the Board through the medium of its orders. It is the policy of the Railway Act that, subject to the inhibitions as to discrimination, there should, in the public interest, be elasticity of rate-making. The initial making of rates is in

the hands of the transportation agency. It is not the Board's function, as delegated by Parliament, to make rates to develop business, but to deal with the reasonableness of rates either on complaint or of its own motion.

As it has not been established that the rates as charged are unreasonable, the Board is not justified in ordering the installation of the exprimental rates asked for.

Chief Commissioner Mabee concurred.

Complaint of the Manitoba Free Press of Winnipeg, Man., Relative to Express Classification on Newspapers From Winnipeg to Calgary and Revelstoke.

(File 4397·9).

Judgment, Mr. Commissioner McLean, Feb. 20, 1912.

The facts are fully set forth in the judgment of Mr. Commissioner McLean.

This matter was mentioned at the hearing of the Board at Winnipeg on June 15, 1911, but was allowed to stand over as it was represented that negotiations were pending between the applicants and the Express Companies. The matter was subsequently set down for hearing at the meeting of the Board in Winnipeg on September 15, 1911. It was then stated by Counsel for the applicant that it was impossible to work out an agreement as had been hoped. A statement setting forth the position of the applicants was filed, and copies thereof were subsequently served on the Express Companies concerned. The matter has since then proceeded by written submissions and replies. A large number of rates which were referred to in connection with the submissions and replies have been checked, this requiring a very considerable period of time. The matter is now ripe for action.

The application as set forth in the submission filed by Counsel for the applicants at the sittings of the Board on September 15th is in effect one which alleges discriminatory treatment as between the western provinces and the province of Ontario. It is stated that throughout the province of Ontario newspapers are carried by express companies at the rate of ¼ cent per pound. Reference is also made to the rates charged for the transportation of newspapers between various points in the United States as well as to the rates charged between points in the United States and points in Canada; and it was further submitted in the course of this statement that a rearrangement of rates as follows should be put in:

"To points within 300 miles of the office of publication—" bulk rate ¼ cent per lb.
"To points exceeding 300 miles and up to 1,000 miles—" bulk rate ½ cent per lb.
"To points exceeding 1,000 miles and up to 1,500 miles—" bulk rate ¾ cent per lb.
"To points exceeding 1,500 miles and up to 2,000 miles—" bulk rate 1 cent per lb.
"To points exceeding 2,000 miles and beyond—" 1¼ cent per lb.
"The above rates not to include wagon delivery or wagon "collection service."

In order to understand properly the present application it will be necessary to recapitulate the steps leading up to the issuance of the Board's Order No. 9813 of March 9, 1910. The application of the Manitoba Free Press, the Telegram Printing Company, and the Tribune Publishing Company, all of Winnipeg, under date of September 9, 1908, alleged, in brief, that the rates charged by express companies on carriage of newspapers in Western Provinces were discriminatory as compared with the rates charged for carrying newspapers equal distances in the province of Ontario. This matter was heard in the general hearing. In due course there was thereafter issued Order No. 9156 of January 3, 1910, which provided that the hitherto existing rate of ¼ cent per pound on newspapers carried out of Winnipeg should be reinstated. It having been drawn to the Board's attention that the rate of ¼ cent per pound applying in Eastern Canada was limited to a zone of 300 miles from the office of publication and the complaint having been one of discrimination, the Board directed in its Order 9813 of March 9, 1910, that its Order 9156 already referred to should be correspondingly amended.

When these orders were issued, the exact situation as to the express rates on newspapers in Western Canada and in Eastern Canada had not been fully developed. By the Board's Order, as indicated, the rate of ¼ per cent per pound was applicable to a zone of 300 miles from Winnipeg but, in addition, there had also been applicable a rate of one cent per pound up to a point where the merchandise rate became higher than $4.50 per 100 pounds. This would carry the newspapers a distance of about 750 miles west of Winnipeg, that is to say, to about Latham, between Medicine Hat and Calgary on the main line, and to Coaldale, a short distance east of Lethbridge on the Crow's Nest Line; and beyond this according to the tarriffs, the regular merchandise rate applied on the actual weight.

It happened, through inadvertence, that in the discussion of the express classification by the Board, the rating on daily newspapers was confounded with the item in the classification concerned with magazines and periodicals. The effect of merging newspapers with the magazines and periodicals was to give them the same rate as the latter, viz., merchandise rates. This means a very considerable increase in the zone beyond 300 miles. This may have been due in part to the fact that the rating on daily newspapers was contained in a supplement to the classification and thereby, to some extent, escaped attention; and it may also be attributed to the fact that in the course of the express investigation the Board was well nigh submerged under the multiplicity of details, most of which had no co-ordinating principle whatever. But whatever the cause of this oversight may have been, I have no hesitation in saying, as a participant both in the hearing and in the judgment in the express investigation, that I was entirely unaware that such an increase would result from the ruling and had I been aware of it I certainly would not have agreed to such a disposition of the matter. The effect of the decision on this point was to give the Winnipeg publishers a zone of 300 miles at the rate of ¼ cent per pound and then to charge full merchandise rates beyond. The arrangement whereby the rate of one cent per pound applied up to a point where the merchandise rate became higher than $4.50 per 100 pounds should be re-instated. Under the old arrangement this rate would carry about 750 miles west. Under the rearrangement of the standard rates and the reduction in connection therewith, this will carry a distance of about 800 miles west. Beyond this zone covered by the $4.50 rate, the full merchandise rates applied. Newspaper traffic differs in a great many ways from the ordinary merchandise traffic. The newspapers are taken down to the train at the last moment and put on by the agents or employees of the newspapers. There are not the expenses of delivery and collection which apply to ordinary merchandise traffic, and there are not the waybilling expenses which also apply to the ordinary merchandise traffic. Without desiring to stress the point unduly, it may be said the history of the rates which the Express Companies have charged in the carriage of newspapers shows that they have recognized a distinction between this phase of the traffic and the ordinary merchandise traffic. It is justifiable to treat the question of the rates on newspaper traffic as something distinct from the rates of merchandise traffic. Under these circumstances, the charging of the full merchandise rate beyond the point reached by the $4.50 standard rate appears to be excessive, and a rate of one-half merchandise would appear to be reasonable for the carrying of this traffic. The working out of a combination of the $4.50 standard rate and the one-half merchandise rates as they affect the rates to particular points is set out in the followisg statement:

	Present rate per lb.	Proposed per lb.
Saskatoon	3·25 cts.	1·00 cts.
Regina	2·75 "	1·00 "
Moose Jaw	2·75 "	1·00 "
Swift Current	3·50 "	1·00 "
Medicine Hat	4·25 "	1·00 "

	Present rate per lb.	Proposed per lb.
Edmonton	4·50 "	1·00 "
Lethbridge	4·50 "	1·00 "
Calgary	4·75 "	2·38 "
Banff	5·50 "	2·75 "
Fernie	5·75 "	2·88 "
Golden	6·25 "	3·13 "
Glacier	6·25 "	3·13 "
Revelstoke	6·50 "	3·25 "
Sicamous	6·50 "	3·25 "
Kamloops	6·75 "	3·38 "
North Bend	7.00 "	3.50 "
Nelson	6·25 "	3·13 "
Vancouver	7·25 "	3·63 "

Summarized, this leaves the western rate situation in the following position:

(1) a zone of 300 miles from Winnipeg within which there is a rate of ¼ cent per pound.

(2) A zone of about 500 miles beyond this zone, within which there is a rate of one cent per pound.

(3) An outer zone covering the territory as far as Vancouver, within which there is a rate of one-half merchandise.

While the application is launched by Winnipeg, it is manifest that to limit the remedy to Winnipeg alone would be to sanction a discriminatory practice. Consequently, all offices of publication in Western Canada should be accorded the same tariff treatment.

The matter cannot, however, be looked at from the standpoint of the West alone. The question as raised is, as has been indicated, fundamentally one of alleged discrimination. Counsel for the applicants is in error in stating that the ¼ cent rate is applicable generally throughout Ontario. In Eastern Canada, the ¼ cent rate is limited to the 300 mile zone from the office of publication. Beyond that, there is at present no such one-cent rate as has been provided for in the past in the West under the $4.50 merchandise rate, the re-instatement of which should be made, both in the East and in the West. The situation in Eastern Canada should be put on all fours with the rearrangement recommended in Western Canada, and the Eastern papers should have the advantage of the one-cent rate up to the points covered by the $4.50 rate. To points beyond, they should have the advantage of the one-half merchandise rate. Giving the Eastern papers a zone covered by the $4.50 rate, would, taking Toronto as a typical point show the rates working out as follows:

Toronto To	Present.	Proposed.
Quebec	1·75 or 1¾ cts.	1 c.
Sherbrooke	1·75 " 1¾ "	1 c.
Megantic	2·00 " 2 "	1 c.
St. John	2·75 " 2¾ "	1 c.
Moncton	2·75 " 2¾ "	1 c.
Truro	3·25 " 3¼ "	1 c.
Halifax	3·25 " 3¼ "	1 c.
Sydney	4·25 " 4¼ "	1 c.

While for the sake of clearness the condition has been dealt with as if the Western papers were shipped only in a westerly and the Eastern papers in an easterly direction, the same tariff treatment, in accordance with the position above laid down, should be given whether the shipments are in an easterly or westerly direction. The

same tariff treatment must be given to all offices of publication both in the East and in the West; and provision should be made in the classification in accordance with the foregoing recommendations.

Chief Commissioner Mabee concurred.

In *re* the applications of the Colborne Municipal Telephone system for connection with the Bell Telephone Company of Canada at Goderich, Ont. File No. 3839.154.

Judgment of Mr. Commissioner Mills, April 3rd, 1911.

The objection of the Bell Telephone Company, as set forth in its communication of the 14th instant, to granting the application for connection in this case, is that it is informed and believes that the system of the applicant company, to a considerable extent, parallels the system of the Goderich Rural Telephone Company, Limited; and that, though not legally bound to do so, the Bell Telephone Company "feels a certain moral obligation to protect the interest of the said Goderich Rural Telephone Company, Limited, from a duplicate competing system."

This strikes me as a very weak answer. Surely the Board is not going into the question of competition between local telephone companies and allow the Bell Telephone Company to refuse connection on the ground that there is or may be competition between such local companies.

This is a case in which the applicant company is not in competition with the Bell Company; and Mr. J. N. Kernighan, representing the applicant company, says that it, the applicant company, does not *intend* to compete with the Bell Company (See page 2 of Mr. Kernighan's letter of March 22).

Therefore, I think an Order for connection should go without further delay.

Chief Commissioner Mabee, April 3, 1912.

I agree that an Order should go granting the application and requiring the Bell Telephone Company to give the connection asked for.

There is not sufficient material before the Board to enable it to fix the terms of the connecting contract. Perhaps the parties can agree upon the terms.

I would suggest sending to the applicants and the Bell Company copies of Dr. Mills' and of this memo., and if they are unable, within one month, to agree upon the terms, then the Board will determine any points in difference.

Concurred in by Assistant Chief Commissioner Scott and Mr. Commissioner McLean.

Order issued accordingly.

Application of the Ingersoll Telephone Company Limited; the Harrietsville Telephone Association Limited; the Blenheim and South Kent Telephone Company, Limited; the Wheatley Telephone Company, Limited; the People's Telephone Company of Forest, Limited; the South Lambton Telephone Co-Operative Association, Limited; the Port Hope Telephone Company, Limited; The Markham and Pickering Telephone Company, Limited; the Niagara District Telephone Company, Limited; the Brussels, Morris, and Grey Municipal Telephone System, and the Consolidated Telephone Company, Limited; for an Order under G *and* R, *Edward VII. Chapter 61, Section 6, directing the Bell Telephone Company of Canada to provide Long Distance connection with their Telephone Systems, respectively.*

At the conclusion of the oral judgment delivered by Chief Commissioner Mabee, hearing in Toronto May 10, 1911.

These applications are made under subsection 5, of section 4, of chapter 61, of the Amendment to the Railway Act, 1908. That legislation provided that where a telephone company, no matter under what authority it was incorporated, was desirous of using any long distance telephone system or line controlled or operated by any other company, and the parties were unable to agree with respect to such use, application might be made to this Board for relief, and that this Board might order the

company to provide for such use, connection, or communication on such terms as to compensation as the Board might deem just and expedient. And the Board is also empowered to order and direct when, where, and by whom, and upon what terms and conditions, such use, connection, or communication shall be had, constructed, installed, operated, and maintained.

It may or may not be the fact (perhaps it is immaterial) whether the legislature, in passing that law, had in mind all of the various troublesome, difficult, and complex questions that might arise in connection with working it out. All of these are what are called "independent" telephone companies, whatever that word may mean in connection with this application. They are all in their nature rural companies, and are all incorporated under the provisions of the Act of the legislature of the province of Ontario. They are not companies that this Board has any control over, either as to the facilities that they offer to the public, the service that they render, or the rates that they charge. So that, in determining their rights in connection with this application, the Board has no authority in the nature of control over their facilities, service, or rates, nor any right to deal with that. The bald question presented here for us to determine is whether in all the circumstances that have been developed, the Board is able to make an order giving these various companies the right to use the long distance equipment of the Bell Telephone Company, and whether we are able to insert in that order the necessary provision that will work out equitably to not only the Bell Telephone Company, but to the applicants.

The situation that is developed here is one that grew up perfectly naturally. The Bell Telephone Company did as any company would have done under the existing circumstances, namely, built its service lines where the people most collected; in the cities, the larger cities coming first, the smaller cities following, then in the towns, and then in the villages. Then, the connecting trunk lines were made, and the long distance connections were established between these various towns, cities, and villages, as the public required, and we suppose, as the capital was forthcoming for the erection of the necessary transmitting lines.

The people in the rural municipalities were without telephone service. We presume, it did not appear to be a profitable field for development by the Bell Telephone Company. It would not occur, I should think, to any company, a few years ago, that it would be profitable to exploit telephones among the farmers, and I venture to say that if a few years ago a solicitor from the Bell Telephone Company had gone up and down the concessions and side lines and solicited the farmer to have telephones put in their houses, he would have got about one in each township, and perhaps not that many. That field was eventually covered by just the activity that one would expect, namely, the local persons who were concerned, some living in the towns and villages, others living in the townships, being desirous to have telephone connection between the towns and villages and the adjacent townships, organized these local companies for the purpose of exploiting the field that the Bell Telephone Company had made no advances in. It goes without saying that the local interests were able to build up business and install telephones where an outside company would have entirely failed. The result is that the various parts of the United States and Canada are becoming a net-work of telephone lines throughout the whole of the rural sections.

Well, as matters progressed the users of these "independent" systems naturally wanted to get long distance communication. The Bell Telephone Company was in the field with all its long distance equipment, and probably the capital would not be forthcoming, and it is altogether likely that it would be entirely inadvisable that it should be forthcoming to duplicate the long distance lines of the Bell Telephone Company. Then the users upon the "independent" lines made application to the Bell Telephone for that connection in many instances—I think it is several hundred—378—contracts have been made by the Bell Company with these local companies, containing—with reference to those we have had the opportunity of perusing—many objectionable features; features that the Bell Company, I understand, are prepared to eliminate

One of the outstanding matters, and one that presents the greatest difficulty in connection with considering this question, is the position taken by the Bell Telephone Company, that they would refuse to enter into any contract with a local company where the local company was in competition with the Bell Company.

Many people think competition is desirable. It is, in most things; but competition in connection with telephones never appealed to me. When you have one telephone system and you have a public service commission or a controlling board with authority to compel that company to furnish instruments to intending subscribers, and to furnish a proper service, with control over the rates that that company shall charge, there is no necessity for an additional company exploiting that field. The exploitation of competing lines in towns and cities is simply a waste of capital and a cause of irritation in municipalities where duplicate lines exist. The reason why competition is good is because it brings about a better service and rates are normal. A controlling commission, such as the Ontario Railway Board, dealing with all of the local companies, controlling the service, controlling the various features connected with their operation and controlling rates, makes it quite unnecessary that in towns and cities or villages where a telephone system already exists—be it "independent," rural or Bell—for any other company to exploit that field. But that is not a matter with which in one aspect of the case we are called upon to deal. It is only an element in connection with considering upon what terms these applicants should get long distance connection. We have no right to say to the Ingersoll Company, "you shall not carry on your work in Ingersoll." It is there by lawful authority and it does not make any difference, so far as we are concerned, whether there are one, two or twenty telephone companies operating in Ingersoll. The situation is the same. They are there rightfully, and we have no authority whatever to interfere with them or with their operations. But it is not, it seems to us, unfair for us to consider that as one of the features in connection with dealing with this application.

Speaking again with reference to Ingersoll, opinions are divided as to whether, if the Ingersoll Company is given long distance connection with the Bell Company, the Bell subscribers will put their instruments out when their contracts expire. The impression that is left upon our minds is that if long distance connection were given without any provision whatever safeguarding the existing rights of the Bell Telephone Company, in a very short time the 250 odd Bell subscribers in Ingersoll would be wiped off the Bell Company's books and would be replaced by subscribers to the Ingersoll Company.

Now, it is all very fine to say that the freest intercourse should be given and the telephone users should have the widest area for the purpose of carrying on their communication. So they should. But, on the other side of the shield, we find a company in the field with 250 subscribers, with long distance communication, established in Ingersoll many years before this local company grew up, and while on the one hand it is said to be a monopoly, said to have been managed in a high-handed manner, and so on, on the other hand there is capital invested there that it is just as much the duty of this Board to protect as it is to see that the subscribers of the Ingersoll system get long distance communication.

If the rates of the Bell Telephone Company in Ingersoll are too high, and I presume they are not, because no application has ever been made to this Board by Bell Telephone subscribers in Ingersoll to reduce them, and that an application had been made, and it had been shown that the rates were unreasonable, they would have been reduced.

We have, then, this company with its capital invested, furnishing a service to its subscribers; we have the Ingersoll Company gradually encroaching upon what is said to have been the preserve of the Bell Telephone Company, until to-day there are in Ingersoll twice as many subscribers to the Ingersoll system as there are to the Bell system, but they are without the long distance connection. That long distance

connection is the sheet anchor of the Bell Telephone Company. Without it I feel perfectly satisfied that there would not be the 250 subscribers that they have in Ingersoll now. It is the local company that has the prestige. It is the local business men actively promoting concerns of this kind that make them successful, make them aggressive, and get two or three times the subscribers that the outside company is able to get. The condition existing in Ingersoll, no doubt will grow up elsewhere. It has grown up in some places. Now, while it is our duty, if we can, to give the subscribers to these rural exchanges long distance connection over the lines of the Bell Telephone Company and while Parliament by putting this law on the book intended that we should act upon it, the question that is presented to us is under what terms are we able to relieve this tension without being unfair to either the subscribers to the Ingersoll Telephone Company, or to the stock-holders of the Bell Telephone Company.

We have had the opportunity of hearing the well considered opinions of gentlemen who have had wide experience in connection with these matters. I refer more particularly to the evidence of Mr. Sylvan and Mr. Kelsey. Both of these witnesses gave us very material assistance. Mr. Sylvan's evidence in particular impressed us with the idea that it was given in a spirit of fairness, and in many respects, or at least in some respects, he was the most severe critic of some of the methods of the Bell Telephone Company that has been heard in connection with the investigation. These gentlemen were neither of them able to tell us, notwithstanding all their experience with similar conditions, how in their opinion an order could be made that would work out fairly. If people having that experience are not able to give us the ground work of a fair order, it would perhaps, hardly be reasonable to expect that the order we intend to make, will work out very fairly. But something must be done, and I desire to candidly say that we are all of the opinion that the order we intend to make must be regarded as experimental; it is not to be regarded as permanent, it is intended to be solely in the nature of an experiment, and it is to have effect only for a year. Any company or individual affected by it may have an opportunity, even during that year, to make an application to us to rescind or vary it if it can be shown that it should be rescinded or varied.

What we propose doing is this: The Bell Telephone Company will connect up these different applicant companies, or such of them as may desire connection upon the terms of this order, with their long distance wires.

If the time within which these connections are to be made cannot be agreed upon, then after hearing what may be said about it, we will fix a time limit.

That is all to be done by the Bell Telephone Company, and each of these companies is to reimburse the Bell Telephone Company for all the expenses incurred by the Bell Telephone Company in connection with the connecting wires or apparatus or whatever may be necessary.

If there are any disputes between any of these companies and the Bell Company as to what that cost is or should be, it will be referred to the electrical engineer of our Board to settle and adjust, so that there may be no litigation over it.

This connection is to remain in force for twelve months, and each of these companies will make monthly returns; or, if the practice has been to make them weekly, or whatever the period is, of the long distance traffic, and calls originating on their systems and that are transmitted over the lines of the Bell Company, and they must furnish in those returns the time that each conversation occupied and any other information or details that it is the present custom for companies of this kind to furnish the one to the other.

Each of these companies shall pay to the Bell Telephone Company a long distance connecting toll of fifteen cents for each long distance call which originates upon the line of each or any of these companies and is transmitted over the line of the Bell Company.

The fifteen cents long distance toll is, of course, in addition to the regular long distance tariff of the Bell Company from the point of exchange or connection with the local company to the point of destination.

Each of these companies shall be liable to the Bell Company for and shall pay to the Bell Company that long distance tariff tolls plus the fifteen cents connecting toll, at the end of each month. And each company shall be responsible for the payment, and not the subscriber of the local company.

When the Order is drafted, if there are any other details that should go in it, the parties concerned will have an opportunity of discussing it or attending upon the settlement.

What has been said applies only to the outbound traffic, the calls originating upon the local lines. The inbound traffic—that is traffic originating upon the Bell Company's system destined to local points upon the lines of these various applicants—will be routed from the local point of connection over the local line by the local company. There will not be any fifteen cent toll in connection with that. It may or may not be right that there should be a toll and that it should go to the local company, but in the meantime we do not deal with that at all. We are dealing only with the situation presented upon the record, namely, the desire of the people on these local lines to get an outlet. That outlet will be provided upon the terms that we have indicated. If at the expiration of the year this Order should be varied or rescinded, the whole thing will be open then for reconsideration and during this experimental year all of these local companies must keep a record of all business, both inbound and outbound, so that each company will be able to show us when the time comes exactly what the traffic has been, how it has developed and how it has increased, decreased or otherwise, and what the revenue has been to the Bell Telephone Company for traffic originating upon these local lines; and they must, also, keep a record of the inbound traffic originating upon the Bell Telephone Company's system and delivered to local subscribers, upon the local lines, in order that when the time comes to review this situation we will have a record of all these various matters and be able to deal with it, perhaps, very much more intelligently than we have been able to deal with it now.

Application of the Southern Central Pacific Railway for Approval of Location Plans from N.E. Quarter Section 20-7-2 W. 5th Meridian, Alberta, to N.W. Quarter Section 25-6-3, W. 5th Meridian, Alberta.

Heard at Ottawa, May 3, 1911.

Judgment, Chief Commissioner Mabee:

We will enlarge it *sine die,* to be brought on by you upon notice to Mr. Culbert if you want any further discussion about it, with the intimation already given, that where a provincial corporation with a provincial charter gets its location plan approved by the local railway minister, and then files its location plan, being then in a position to go ahead with its construction legally according to the laws of the province—that where that is done a federal railway is not entitled to come to this Board and obtain a location that will throw it and the provincially incorporated company into endless conflict and turmoil.

If you can get a new location along there on either side of the creek, or if you can negotiate with them in any way and have their line moved in or out and make room for you, file a new application and we will deal with it.

With reference to this other mileage, 1 to 7·84, regarding the application of the Carbon Hill Compnay under this Dominion Order-in-Council, we will simply advise the Minister of the Interior that, on April 4, the Board had approved of mile 1 to 74 for the Southern Central Pacific, and that there is conflict between it and the Carbon Hill location as between mileage 4½ to 7.

Re *Prince Rupert Location of Grand Trunk Pacific Railway Company.*

The facts are set forth in the judgment.

Judgment, Chief Commissioner Mabee, November 27, 1911.

The Railway Company applies for approval of its location, "Prince Rupert westerly, mileage 0 to mileage 3·23." The facts are as follows:—

The plans for the location of this railway from Prince Rupert easterly were long ago approved, the road constructed and opened for traffic in June, 1911. Without submitting any route map for approval by the Minister, or any location plans for approval by the Board, the company proceeded to construct some three and one-quarter miles of road from the western terminus at Prince Rupert in a westerly direction. The work covered a very large quantity of blasting of solid rock along the face of the city on the harbour front. The road bed has been completed for some time, but in August last the ties and rails had not yet been laid. The reason that the company now comes to the Board for the approval of its location plans is that it is unable to obtain some $400,000 from the government under the contracts between the government and the company, unless it is able to show that the three and one-quarter miles has been constructed under the provisions of the Railway Act. I presume if the company had not been prevented in getting its money it would have continued to ignore the provisions of the law that must be observed before construction is commenced.

Section 157, requiring the approval of the route map by the Minister, sections 158 and 159, requiring a plan, profile, and book of reference to be prepared and filed with the Board, were all overlooked by the company. Instead of proceeding as the law required, work was commenced and stone fills were constructed across tidal lands, and access from the harbour to the lots of several persons, including a saw mill, was entirely cut off. It was contended by counsel for the company, when this application was made, that he did not think the application necessary; that he was of opinion that this was merely the yard of the company, and required no route map or location plan, but that the company was compelled to apply in order to get the money from the government. Prior to January 1, 1910, the Board has held, in many cases, that it had no jurisdiction to grant approval of works done in contravention of the Railway Act, and by 9 and 10, Edward VII, Cap. 50, Sec. 2, the Board was empowered to approve of works constructed, without approval, before December 31, 1909. It was thought this would enable the companies to get the matters cleared up, and under that section the Board made many Orders. The road bed in question here was built subsequent to above date, and so the Board has no jurisdiction to grant approval of the location plan.

The application must be refused.

Mr. Commissioner McLean concurred.

Rochester v. *Grand Trunk Pacific Railway Company.*

The facts are fully set forth in the judgment.

Judgment, Chief Commissioner Mabee, December 20, 1911.

On November 25, 1909, J. Y. Rochester complained to the Board upon behalf of himself, the Georgetown Lumber Company, the Union Transfer Company, the Westholme Lumber Company, Westenhaver Bros., and W. M. Law, that the Grand Trunk Pacific Railway Company intended to make a solid embankment across the entrance to Market Cove, in front of lots leased by the above parties from the government of the province of British Columbia. The Board was asked, if plans were filed for approval, that the rights of these parties should be protected.

On December 29, 1909, the Railway Company filed location plans from mileage 0·00 to mileage 3·23, Prince Rupert westerly, and asked for their approval. At this time no route map for this portion of the road had been approved by the Minister, and as the complaint of Rochester *et al* was before the Board, approval of these location plans was withheld pending further enquiry.

On January 5, 1910, the company was advised by the Board that as lands of the province seemed to be affected, the Government of British Columbia should be served with a copy of the application of the company.

On January 18, the company was furnished with a copy of the complaint and request of Mr. Rochester and his associates.

On January the 27th, the Solicitor for the Railway Company forwarded to the Board a copy of a letter from the Chief Engineer of the company, which is important, and is as follows:—

"I am returning herewith letter from the Secretary of the Board of Railway Commissioners, and the inclosure which accompanied it, referring to the approval of our location for the extension of our line at Prince Rupert from mileage 0·00 to mileage 3·25.

"For the purpose of illustrating the conditions, as far as they affect the subject which Mr. J. Y. Rochester has drawn the attention of Commissioner McLean to, I am attaching a lithographed map of Prince Rupert.

"The inlet referred to in the correspondence is locally known as Cow Creek. By reference to the maps and profiles on file, it will be seen that the elevation of the ground in front of Cow Creek, where our centre line is located, is eight feet above low tide. At high tide, the water extends back as shown on the map. During the few hours of high tide, a scow could be towed into this inlet for a distance of about 300 feet from the railroad and be taken out during the next high water.

"It may be some advantage to the parties who have a temporary lease of some ground adjoining this inlet to enjoy that facility, but in order to make this possible the railroad company would have to go to an extra expense of between $300,000 and $400,000 on the construction of open bridges across the entire yard, which is to be constructed at that point, and for all time maintain a staff of men to open these bridges when it was desired to take the scow in and out of the inlet, which would, of course, also entail suspension of all railroad traffic during that period at that place.

"In order to explain the extent of the hardship which Mr. Rochester draws the Commissioner's attention to, I would like to supplement the information which he gives by explaining that when the townsite of Prince Rupert was subdivided into blocks and lots, the water frontage was also subdivided, the British Columbia government taking their proportion of each. All land suitable for building or city purposes was divided into lots and blocks, and such portion of the land within the area subdivided as was unsuitable for building lots or other city purposes, especially in the neighbourhood of the water front, was considered part of the water lots that went with the division of the water front. The selection of the water front made by the British Columbia government is coloured green on the lithographed map, and the water front retained by the Grand Trunk Pacific Railway for the development of its ocean terminal in the shape of yards, building sites, wharfs, &c., is uncoloured.

"When this subdivision was being made, maps were submitted to the British Columbia government showing the proposed use which the railway company would make of the property which they desired. The British Columbia government selected the water frontage and water lots and other property coloured green at Cow Creek. The arrangement was that we were to have 100 feet wide for right-of-way through all property selected by the British Columbia government on the location of our line, but in order to admit of the construction of the yards and other plant to be located at Cow Creek and easterly over the estuary known as Hays Creek they extended this necessary width of right-of-way of 100 feet to 350 feet in front of Cow Creek. The inlet at Cow Creek was never for a moment considered water frontage or navigable water. The British Columbia

Government are now constructing a government wharf on their water frontage as far as it extends from Cow Creek westerly and the Grand Trunk Pacific contemplate the construction of a wharf on their water frontage from Cow Creek easterly. The construction of these wharfs will, of course, shut up Cow Creek inlet.

"Recently Mr. Rochester and a few more associated with him got a temporary lease from the British Columbia Government to occupy some of their land on Cow Creek, for how long I do not know. It was fully understood, of course, by the British Columbia Government at the time of the division of this water front that we were going to build our yards as shown across Cow Creek. From this it is evident that the carrying out of our plans now as originally contemplated is working no hardship on anybody. The first request made on the company was to put in a pile bridge in front of Cow Creek so that row boats, &c., could be pulled in. Later, as the subject got agitated, the demand has been made for an open channel. I have explained all these conditions to you at your request for information for the other departments. It is of importance to the railway company to have this subject disposed of as soon as possible as the building up of the town, and especially along the water front, is making it very hazardous and expensive work to construct the railroad on account of the danger from shooting rock, &c."

On February 5, the Board received from the Department of Public Works a copy of petition sent to the Minister, of which the following is a copy:—

"We, the undersigned lessees from the Provincial Government of British Columbia of the whole of the warehouse lots marked in red as per attached sketch plan, on what is known as Cow Bay, Prince Rupert Harbour, beg respectfully to direct the attention of your department to the necessity of a drawbridge being installed on the Grand Trunk Pacific Railway at the point of the crossing of the bay in front of our property.

"As this property was acquired by us for the purpose of handling lumber, coal, sand, and gravel from scows and barges, the blocking of the channel with a solid embankment by the Railway Company will render our property worthless.

"As the Railway Company contemplate the extension of their line from the present wharf along the water front to the easterly end of the townsite we would respectfully request that the approval of Governor-in-Council to the plans of the extension be not granted unless a drawbridge of sufficient width, say 50 feet opening, be given, or in the event of any question arising as to the navigability of that portion of the waterfront, that the matter be referred to your Departmental Engineer at New Westminster for his report."

We have the honour to remain, sir,

Your obedient servants,

WESTHOLME LUMBER CO., LTD.,
per Sol. Cameron, for Pres.
PRINCE RUPERT SAND AND GRAVEL CO.,
per J. Y. Rochester.
UNION TRANSFER CO.,
per J. A. Lindsay.
WESTENHAVER BROS.,
per C. C. Westenhaver.
W. M. LAW,
per D. M. Moore.
GEORGETOWN SAW MILL CO., LTD.,
per C. W. Peck.

The resident Engineer of that department had reported upon this matter as follows:—

"In reply to your letter No. 5161, of 9th October last, inclosing a memorandum from the Honourable the Minister calling attention to an attached communication from the lessees of the warehouse lots in Cow Bay, Prince Rupert Harbour, B.C., with reference to the necessity for a drawbridge being installed on the Grand Trunk Pacific Railway at that place, as per accompanying plan, I beg to state that I am enclosing herewith a report from Mr. Worsfold, Assistant Engineer, together with a plan showing the locality and the proposed tracks of the G.T.P. Railway, which will fully explain the situation.

"Your applicants are the lessees of the lots marked and coloured red on the plan I am sending. They are held under tenure of a five year's lease, renewable on expiration, I assume at a valuation. The annual rental of these lots, some 15 in number, aggregates $2,225.54, showing that considerable value attaches to them. At the sale of these leases the purchasers (your applicants), were assured by the representative of the Provincial Government that they would always have free access to these lots from the harbour, this being the governing factor in the value of the lots. From the wording of the application, the lessees are apparently under the impression that only one or two, at most, lines of railway were contemplated between their lots and the harbour, whereas no less than nine or ten are shown on the plan attached as intended by the Railway Company, covering a width of 260 feet. This space would require not less than six lift or bascule bridges of 25 feet in width, with a clear 40 foot span, which is sufficient for business purposes.

"I do not see exactly where our department comes in. It is first a matter between the lessees and the vendors (the Provincial Government), and it is up to the latter to make good their assurance, or cancel the leases and remunerate the holders for their outlay, &c., or an appeal to the Board of Railway Commissioners would seem to be in order. It all depends on the point of view. The Railway Company reserved this right-of-way when allotting the town-site property to the Provincial Government, and claim they have a right to close the entrance to Cow Bay. I do not know that the reservation of a right-of-way, with the privileges it conveys, justifies them in preventing access to business property abutting on the bay, and upon which the value of such depends. As matters at present stand, and pending settlement, I would suggest that the railway be obliged to give, in any case, temporary access by means of a 40 foot bascule or lift bridge on the present track; but, as before stated, I do not think the adjustment of this matter comes under the jurisdiction of our department.

"The memorandum of the Honourable the Minister is herewith returned."

In the communication to the Board it was said that——

"In the case of railway lines cutting across bays or indentations forming part of navigable waters; the department is of the opinion that detailed plans of structures of embankments proposed across such waters should be submitted to the department before final approval is given."

This is in accordance with section 233 of the Railway Act, and had always been the practice of the Board. However, before anything further was done, the Railway Company, by letter under date of March 1, received by the Board, March 5, withdrew the application for approval of these plans, and asked to have them returned.

In the meantime, the railway company, without any apparent authority whatever, had been actively proceeding with the work of construction of its line of railway along the route in question, without approval of any route map by the Minister

or of location plans by the Board; and on February 16, some of the parties were served with notices to vacate, by what authority I do not know. On February 18, the work had so far proceeded that the entrance to the cove was blocked, and the scows of some of the applicants were prevented from entering. This cove is of considerable extent, and from a personal inspection of all the properties, I have no hesitation in finding that blocking access from the harbour to the lots and lands surrounding the cove is a serious loss and inconvenience. A dock built of substantial timber, I think from sixty to one hundred feet in length, is constructed near the head of the cove, used for loading material from the scows. A saw mill stands at the head of the cove, and to various points around this cove during high tide there was free access for scows and small tugs, before the company constructed a solid stone embankment across its mouth. In February, the Board received strong resolutions from the Board of Trade of Prince Rupert protesting against the company closing up this bay, and alleging that such action would divert all sand, gravel and building material over the Grand Trunk Pacific docks to the advantage of that company and at the expense of the builders.

The Board, on March 3, telegraphed to the company that the applicants were complaining about the work being proceeded with, and the reply was received that the company was only proceeding with construction of yard lay-out on their own land.

On February 24, these applicants caused to be served upon the railway company a formal complaint, which is as follows:—

"John Y. Rochester, the Georgetown Lumber Company, Limited, the Union Transfer Co., Messrs. Westenhaver Bros., the Westholme Lumber Company, Limited, and W. H. Law, all doing business at Prince Rupert, in the province of British Columbia, hereby apply to the Board for an Order under section 233 of the Railway Act directing the Grand Trunk Pacific Railway Company to construct a bridge across part of the entrance to Cameron bay, on the portion of their line westerly from O, between stations 28 and 30, in the townsite of Rupert, so as to leave an entrance at least 45 feet in width for the passage of barges, and other small craft, beneath the same, from Prince Rupert harbour into the said Cameron bay.

"1. Each of the applicants are lessees for a term of years of a lot or lots abutting or adjacent to the waters of Cameron bay, several of which lots are now being used by the lessees as storage places for sand, gravel, lumber, coal and other merchandise, and for the unloading of the same from barges.

"2. That by reason of the construction of the railway line across the entrance to Cameron bay, the applicants will be deprived of the use of the said lots as an unloading place, and as warehouse ground, unless access to the harbour be provided for.

"3. That for the profitable enjoyment of the said lots it is necesary that provision should be made for free access for barges and small craft to and from the harbour, below the railway grade.

"4. It is necessary for the safety and convenience of the public that access to this sheltered bay be available in time of the sudden storms which arise on the harbour, it being the only sheltered place on that part of the waterfront easterly for several miles.

"5. It is necessary for providing a safe berth for coal and lumber barges there being no other place on the waterfront available for more than a mile on either side of Cameron bay, that free access be had from the bay to the harbour."

The railway company filed no answer, and the hearing came on at Vancouver on September 8 and September 9, 1910, when it appeared that the applicants, or some of them, had no leases for their holdings. They produced certain receipts for payment of rent, but no formal leases had been executed to them, and the matters were allowed to stand to enable them to complete their title.

Later on, certain leases were filed, and the objections to the title of the applicants removed, and the cases came on for final hearing at Prince Rupert on August 19, 1911.

At the last hearing it appeared that the railway company was not ready to establish its title, and, after argument, the matter was again deferred to enable it to file further proof. These documents, or copies, are now to hand, and although there has been great delay, the parties are entitled to have their rights declared.

The Board finds:—

1. That these applicants located upon the lots abutting on this cove, took leases, and paid rent therefor, because of the access to the water and the riparian rights that possession of these lots carried with them.

2. The railway company has cut all access off from the harbour to all points around this cove or bay.

3. At the time the embankment was constructed, the company had no title to the land across the mouth of the cove, and the statement made by them when withdrawing location plans, that they were only constructing on their own lands, was untrue.

4. Even if the company had title to these lands, they had no right to construct this road without approval of the route map by the Minister and thereafter the approval of location plans in accordance therewith.

5. The applicant's lands, and the business carried on by them thereon, have been damaged and injured by the wrongful and illegal acts of the railway company.

6. Having made an inspection of the whole locality, we find there is no necessity for a stone embankment across this cove, and no reason exists why an opening should not have been left, say, thirty feet in width, to enable scows to pass in and out during high tide.

We do not think it reasonable that a swing bridge should be erected, as this would impose an intolerable hardship upon the company. I may say, if the location plans had not been withdrawn, the Board would have required the company to leave a thirty foot clear opening at the deepest part of this cove, and, as I understand the law, this condition could be imposed upon the company no matter whether they had acquired title to the land covered by the waters at the point where the embankment crosses the cove or not.

An Order may go directing the Railway Company, on or before May 1, 1912, to remove sufficient of the rock fill to leave an opening at the deepest point of at least thirty feet in width, the company to file, before January 15, 1912, and furnish the applicants with a plan showing the location of the opening and the depth of the girders for carrying their tracks; and if any dispute arises as to these details, it may be adjusted by the Board's Chief Engineer.

Judgment, Mr. Commissioner McLean, December 29, 1911.

I agree to the disposition recommended to be incorporated in the Order.

At the same time I am prepared to consider with open mind any application to modify the Order if I am assured, within six weeks from the date of the Order, by the parties applicant that the Railway Company has made a satisfactory pecuniary settlement with them for the losses past and future which the construction of the work above referred to has by its interference with the leases subjected them to.

Application of the Grand Trunk Railway Company under Section 178 of the Railway Act, for authority to take certain additional lands, being composed of the central part of Lot No. 1035 northeast of Cardigan St., in the Canada Company's Survey, Guelph, Ont.

Application of the Canadian Pacific Railway Company, under Sections 167, 237, 176, and 258, of the Railway Act, for authority to alter the location of its railway crossing the Eromosa Road, Norwich St., and the City Lane, Guelph; for authority to take possession of, use, and occupy the lands of the Grand Trunk Railway Co., and for approval of its proposed new station;

and

Application of the Grand Trunk Railway Company for authority to re-arrange its two existing Team Tracks across Norwich St., Guelph, and to construct two additional Team Tracks, one across Norwich St. and another upon a portion of Cardigan St., and across Norwich St.

Heard at Toronto, April 24, 1911.

Judgment, Chief Commissioner Mabee.

Dealing first with this application of the Grand Trunk to expropriate a portion of alleged city property, this lane. The facts seem to be that a good many years ago the Canadian Company laid out this lane in question on a plan which it filed in the City Registry Office. There has never been any acceptance of it as a public highway, nor has the city ever regarded it as a highway, nor has it ever expended any money upon it. When it is said that there has never been any acceptance of it as a highway or acceptance of dedication as a highway, that must be taken subject to Mr. Guthrie's argument that a by-law passed by the city at the time it gave a lease of the northerly end of the lane to the Guelph Junction Railway was an acceptance of dedication. Up to the time of that lease there is no evidence that the city had exercised any corporate control of this strip of land. It has never been graded or improved in any way, no team tracks or side tracks or anything of that kind ever having been constructed on it up to the time that the Guelph Junction constructed along the banks of the river Speed.

Application was then made by the Guelph Junction to the city—the Guelph Junction apparently recognizing the right of the city to the control anyway of that portion of the lane that it desires to construct its tracks over, and a by-law was passed by the city council authorizing the execution of a lease to the Guelph Junction for the term of 99 years. We have not seen the lease, but it might not be unreasonable to assume that there are the usual rights of renewal contained in it. In that lease there is a recital that the lane is no longer necessary for public purposes; there is a declaration upon the part of the city that it is no longer of use for public purposes; that is the whole lane, not simply the portion that is being leased to the Guelph Junction, but the lane itself. Now it is contended that that is an acceptance of dedication. No case has been cited, nor are we aware of any where a negative act of that kind has been held to be acceptance of dedication; it seems to me that it is rather more evidence of a declaration by the city that the lane is not a public highway, and never may be necessary for use as a public highway. It is difficult to conceive how a declaration by a corporation that a certain strip of land is not necessary for public purposes could be regarded as evidence of acceptance of dedication by the corporation. Since the granting of the lease to the Guelph Junction, there is no evidence that the city has ever exercised any control over the remaining portion lying to the south of the Guelph Junction, and between there and Cardigan street. It is no evidence of acceptance of dedication that there happened to be a spring somewhere upon this

land and that there happened to be a path over the lane or along a portion of the Grand Trunk property and a portion of the lane to the spring. That probably was in existence long years before the Guelph Junction laid out its road across there. It is not possible to connect the statements made by the mayor of the location of the spring and its use, with any corporate Act of the city that would tend towards an acceptance of dedication.

We, therefore, are prepared to hold as a fact that this strip of land now lying between Cardigan street, between the property of the Grand Trunk down to the property of the Guelph Junction, has never been accepted by the city as a public lane and is not in fact a public lane. We have the less hesitation in arriving at that conclusion, because the lane leads to nowhere; it is not used by anybody; it is not used now for public purposes and it is not suggested that it ever can be used for public purposes by the city.

Something was said about it being a convenient mode of access to the lands of the Guelph Junction, but it could hardly be said to be reasonable that a public highway should lead straight into the railway tracks without any outlet except upon a portion of the roadbed where the trains were passing to and fro.

As I have said, then, we conclude that this property is not used as a public street, and is not either a street or a lane. It, therefore, follows, we think that the Grand Trunk is entitled to take this for the purpose of extending whatever facilities it may have in view at the point in question.

It may be that the Canada Company is still the owner of this property. Possibly that is the true situation. And an order may go adding the Canada Company as a party *Nunc pro tunc* to these proceedings; copies of the proceedings to be served upon the Canada Company; and giving the Grand Trunk Railway Company the right to expropriate this strip of land lying between Cardigan street, bounded by their own property on the east and west, down as far as the right of way of the Guelph Junction.

Now, two other, indeed three other features stand out prominently in the situation. It is said that the Grand Trunk Railway Company intend to use their property at the point in question for the purpose of erecting freight sheds thereupon. There is no application for leave to erect these sheds; indeed it may not be necessary that any such application is required of the Grand Trunk under the Railway Act; but the city says that if the result of the railway company taking the lane is that it erect freight sheds there, then that these sheds should be set back sufficiently far to the north so that the teaming will not interfere with the public traffic on Cardigan street.

On the north side the Canadian Pacific Railway are asking to take a strip of the Grand Trunk property for the purpose of straightening out the tracks from the west into their own station. There are probably merits both in the contention of the city and in the request of the Canadian Pacific. It has occurred to the Board that notwithstanding the Canadian Pacific located its station there with a knowledge that it would have to acquire Grand Trunk propery in order to get its tracks in the alignment that it desires, and probably that would be advisable in the interest of the safety of the public and in the operation of trains; the Canadian P cific, however, accepted that location with its eyes open, and it was said at the time, whether it is contained in the order or not I don't know—that that location was approved subject to all the rights of the Grand Trunk with reference to its interests in that locality. However, the fact remains that a station has been constructed; it is probably a building that does credit not only to the railway company but also to the City of Guelph; and it seems to be desirable in the interests of all concerned that the Grand Trunk should endeavour to make some arrangement with reference to the taking of some portion of the land off the back for the purpose of facilitating the operation of the road by the Canadian Pacific.

On the other hand, the property owners along the south side of Cardigan street say that if a freight station is erected on this Grand Trunk property, it will deteriorate the value of their holdings facing on that street. That may or may not be so. We do not know how that is. We have not seen the street, and we do not know the character of the buildings or anything of that sort, and it may be that it is not a matter that we have any authority to deal with or any control over.

Then the city says in addition to all this that if a freight station is established there and traffic centred at that point, it will necessitate the passing over certain other streets mentioned by Mr. Guthrie of very many more trains and a much greater extent of railway traffic upon the highways than there is there at present, and the city says the public should be protected with reference to the user of these other streets by the Grand Trunk Railway Company.

Now, dealing with the latter part of this matter first, namely, the protection of the streets, it is sufficient to say that when this traffic increases it is open to the city to make an application to have protective devices erected on the streets by the railway.

It has been brought to the Board's attention now what the city thinks; and if a freight station is erected by the railway upon this property, and if in the getting to and from that station the railway company uses these streets referred to by Mr. Guthrie to such an extent that thereby the safety of the public is in danger, it will probably follow that the Board will ask the railway company to take the necessary steps to protect the public from the danger of that increased traffic over the streets that have been mentioned. However, that may be dealt with when the situation requires it.

Then with reference to the two other questions, the cutting off of a strip on the south side by getting the station further to the north, or in the alternative bringing the freight shed out flush with Cardigan street, so that perhaps something may be taken off the north for the Canadian Pacilc Railway, it seems to us now as it seemed to us before, that the solution of the matter is the location of a freight shed at some nearby point on property to be purchased by the Canadian Pacific Railway for the Grand Trunk. It is said that possibly there may be some location that may be satisfactory to the Grand Trunk at some point further along Cardigan street to the west, on the west side of Norwich street between Norwich and London. How that may be we do not know, but we think it is advisable that the Canadian Pacific Railway Company should be given another opportunity to get a location satisfactory to the Grand Trunk, and we are prepared to withhold the issue of any order for two weeks so that the Canadian Pacific may have another opportunity of properly locating these facilities that the Grand Trunk finds it necessary to erect in that vicinity. If the Canadian Pacific does not obtain a site suitable and that is acceptable and, when I use the word acceptable, it, of course, is expected that the Grand Trunk will deal with this matter in a reasonable spirit, and will not stand out for anything that is unfair or unreasonable, or require any unreasonable matters to be complied with, but if a reasonably satisfactory location can be obtained, then we think it is the duty of the Grand Trunk to assist in working out this difficulty, or if the Canadian Pacific regards the expenditure as out of proportion to the results, and does not desire to obtain a location, within two weeks time an order may go for the expropriation of this lane by the Grand Trunk Railway.

Mr. GUTHRIE.—I do not know the practice well enough, but I would ask leave, in the matter of the highway, to appeal. If leave is necessary on a point of this kind, I would respectfully ask it.

Hon. Mr. MABEE.—Leave to appeal from what?

Mr. GUTHRIE.—From the finding as to whether or not there is a lane or highway.

Hon. Mr. MABEE.—Is that a question of law or fact?

Mr. GUTHRIE.—I think it is entirely one of law.

Hon. Mr. MABEE.—If the Canadian Pacific obtains another location, then there is nothing to appeal from.

Mr. GUTHRIE.—If there is no freight shed built there, I do not suppose there will be anything to appeal from, but otherwise I do not want to be precluded from getting further into the question as we feel very strongly that it is a public highway.

Hon. Mr. MABEE.—We will regard your application as a motion for leave to appeal and reserve judgment on it until we find out whether a new location can be obtained; then the matter may be spoken to again.

Cases numbers five and six on this list will stand pending number four.

Mr. BIGGAR.—That is for the two weeks.

Hon. Mr. MABEE.—Yes.

Re *South Ontario Pacific Application to Expropriate Grand Trunk Railway Company's land at Junction Cut, Hamilton.*

Judgment, Chief Commissioner Mabee, June 23, 1911.

On the 24th of April, in the presence of all parties, an Order was made approving of the location of the applicant company's line at the point in question on the condition that the applicant company should leave a clear space of thirty-five feet between the present nearest rail on the line of the Grand Trunk Railway and the boundary fence enclosing the lands taken by the applicant company.

This Order was made without much, if any, opposition upon behalf of the Grand Trunk, it being thought, after careful inspection of the plan, that a location as above would not work inconvenience or loss to the Grand Trunk Railway Company.

This location having been approved, the Ontario Pacific Railway Company applied, under section 176, for authority to take possession of, use, and occupy certain lands. Then follows a description, as I understand it, of the lands necessary to locate the line of railway as provided in the Order of the 24th of April above referred to.

In answer to this application to use these lands, it is now urged, upon behalf of the Grand Trunk Railway Company, that there is some alternative location which would not interfere with the lands of the Grand Trunk Railway Company. It is said that this change would not increase the cost by more than nineteen thousand ($19,000) dollars.

In answer to this it is said, upon behalf of the applicant company, that the change proposed would involve an increase of cost amounting to some ninety-five thousand dollars ($95,000).

I presume the engineers could not have been figuring upon the same change, otherwise it is difficult to understand how even engineers could figure such a vast difference in the cost of the proposed work.

The applicant company has acted upon the Order of the 24th of April, and says that its position is now so changed that it is almost impossible to vary the location.

It will be observed that this is not an application to in way change the Order of the 24th of April, which, in any event, if otherwise proper, could only be done upon terms, and it is difficult to see—that Order standing—why the applicant company is not entitled to take possession of the lands necessary to locate its line upon the approved route.

It was not thought, when the matter was before the Board, that that location would work any inconvenience to the Grand Trunk Railway Company, and nothing is now advanced to show the contrary.

It would seem, therefore, that the applicant company is entitled to an Order, under section 176, giving it authority to take possession of, use, and occupy the lands necessary to enable it to carry out the manifest intent of the Order approving of the location of its line of railway.

It is said that the survey made by the Grand Trunk Railway Company shows that the lands described in the application are 8·55 acres, and not 6·09 acres. Provision should be made for the correction of this.

It would seem, under all the circumstances, that an Order must go as asked, subject, however, to an opportunity being given to the Grand Trunk Railway Company to correct the description, if it is erroneous, and also including the provision covered by clause 3 of section 176.

I do not understand that the granting of this Order has the effect of vesting the lands covered by the description in the applicant company. It would seem that, under section 176, it is only granting to the applicant company an account for the use and occupation of lands belonging to the Grand Trunk Railway Company. Of course, if the parties agree to an absolute sale, and fix the price, and a conveyance is given, there is nothing to prevent that course being taken, but it would seem that, if this is not done, the title to the lands will remain in the Grand Trunk Railway Company.

Application of the Canadian Pacific Railway Company, under Section 178, for authority to Expropriate Lots 379, 464, 466, 480, 38, 255, 288, and of Sections 6, 7, 8, 17 and 18, in the Municipality of Coquitlam, B.C.

Heard at Vancouver, August 31 and September 1, 1911.

Judgment, Chief Commissioner Mabee, delivered at the hearing.

This application is launched under section 178, which amplifies the provisions of section 177, by conferring upon the railway companies the right to acquire additional lands where the lands acquired under section 177 are insufficient for the purposes of the company.

The application here is to acquire a large tract of land in Coquitlam for the purpose of terminals, railway shops, storage yards and the like, and the application is opposed by the majority of the individual owners of the properties that it is sought to dedicate for railway purposes. It is perfectly natural for anyone to object to having a railway company or indeed anybody else come along and take his property away from him without his consent. The law, however, in the interest of the public gives to railway companies the right of eminent domain. It is not for the benefit of the railway companies. The principle of it is that the railway company has this right for the purpose of acquiring sufficient accommodation to give reasonable facilities to the public. People are prone sometimes to think that the railway company is taking steps of this kind for its own selfish motives. That is not the feature of it at all. The Canadian Pacific finds itself without adequate terminals. It finds that the growing needs and demands of Vancouver and the vicinity impose upon the railway company the obligation of getting additional lands in order that it may supply the public with the proper facilities and accommodation. Then it comes here and by this application says that it wants a strip of land about two miles in length by some 25 or 2,700 feet in width. The particulars of the needs of the railway, the purposes for which the land is to be used are specifically defined in the affidavit filed connected with the application. One of the vice-presidents and one of the engineers swear to the necessity of these lands for the purposes detailed in the application. The provisions of section 178 are strictly complied with. That gives the company a right to acquire the lands covered by the application unless it is established that the application is not bona fide, and that the railway company does not need, for the purposes of the public, the lands sought to be taken, or that it is acquiring them for some

ulterior purpose, some purpose outside of the provision of the Railway Act, such as some one suggested early in the discussion, town site purposes. Railway companies may buy land for purposes of that sort like any private individual may, but they have not the right to expropriate for other than the purposes defined in section 178. It is not to be presumed that the railway company is making this application other than for the purposes covered by section 178. The contrary is sworn to. Anybody who knows the existing conditions in this city knows that the Canadian Pacific Railway Company is in dire need of additional land in order that they may provide better terminals than they now have.

The company has selected this place as being a convenient and proper one for the location of these facilities. There has been no evidence given that the extent of the area sought to be acquired is unreasonable. It has been stated that, in the opinion of counsel and some of those interested, the area must be too large. We have no way of saying that they are taking too much land now. They swear that this area is necessary. It has not been successfully controverted. It strikes one as being a large area, but assuming bona fide in connection with the application as we do not only assume but find, we have no alternative, it seems to us, than to be guided by the judgment of those placed in charge of the management of this railway. They are the best judges of the area required. Of course, if so large a tract were asked as to strike one upon the face of it as being absurd, an application should not succeed but that is not this case. While one not having an intimate knowledge of the growing needs and demands upon this railway might feel that it looks like a large tract, yet it is not sufficient to overthrow the judgment of those supposed to know what the requirements of the railway company are. Those in a position to know have pledged their oath as to what those requirements are, and the only alternative is, it seems to us, to accede upon reasonable conditions, to the request made by the railway company.

It has been argued that we have no right to take into our consideration what may happen in the future. Perhaps we have not. But on the other hand, where one is impressed with the fact that a particular community is growing very rapidly, and that the demands upon a railway's facilities this year cannot be any criterion of what the demands must, in the ordinary course of events, be three years hence, under these circumstances it does not seem at all unreasonable to accede to a request from a railway company where one may think, perhaps, the area is large. It is much better, it seems to us, that too much land be taken, so long as it is taken honestly, for the purposes of affording public facilities than that the area should be too much curtailed. It is much better, for instance, that this vacant land now, while there are no improvements, and no streets and no building upon it, should be acquired than that this area should be too much curtailed, and in three years hence the railway company, finding its facilities entirely too cramped, should come to the Board and be compelled to tear down people's houses and level streets in order to acquire facilities that might just as well have been acquired to-day at a considerable less destruction of private property. From every point of view, it seems to us desirable in the interest of the public and in the interest of all concerned that this application should be granted, and that no further obstruction should be placed in the way of this undertaking.

There are certain terms, however, that it seems reasonable to impose, and one is, that these little portions of the lands of Munro and McNair should be taken care of by the company. They are proposing to take the greater portion of the holding of Munro and McNair, and the railway company must make proper arrangements with them with reference to the balance of their holdings, if they do not take the whole of it.

Then with reference to the land covered by the options and which are now in the court. We think it is reasonable that the operation of the order with reference to

the lands in litigation should be stayed until the determination of those law suits. In other words, before the company acquire possession of these lands, it should be known whether they are taking title under this expropriation order, or whether they are taking their holdings under the contract contained in the option.

If the company takes that view of it, their litigation may be determined, they can put an end to these appeals and so on, and take title and possession under this expropriation order without further delay. If, on the other hand, they continue the litigation, the operation of the order must be stayed until that litigation is concluded, and irrespective of the deposit of the authority, plans, profiles, book of reference, and application with the registrar.

The date of fixing compensation, if the litigation proceeds, shall be that provided for in section 3, of chapter 32, of 8-9 Edward VII, namely, the date of the acquisition of the lands under this order.

With those provisions the Order may go.

Mr. McMullen.—Mr. Chairman, there is just one remark I would like to make. As I understand the Order as to the determination of the litigation, of course that is an indeterminate contract, and the first thing to be done in connection with this undertaking is to provide the substituted roads. This road could be carried along here on land already acquired, if we were permitted to take a small strip off our own property. I would ask the Board to modify that, and not obstruct the completion of these roads pending the determination of the litigation. That would require only small strip here (indicates on plan). As to acquiring Mr. McNair's land it is largely covered with water, and is not land fit for railway purposes.

Hon. Mr. Mabee.—You are asking to take only the good part of the land the man has got and leave him the bad?

Mr. McMullen.—I do not think that, sir. I think the land is all of a similar character.

Hon. Mr. Mabee.—I do not see what we can do about that, Mr. McMullen.

Mr. McMullen.—If we were in a position to go on and finish the roadway, it would only mean the taking of a narrow strip about 200 feet along the railway, and the road has to be built before anything else is interfered with.

Hon. Mr. Mabee.—What title are you going to take this strip under? That strip is covered by litigation.

Mr. McMullen.—If the Board is disposed to give us the Order as to that now, we understand that we have a right to make the application at any time to get that strip if we find it necessary in the progress of the work?

Hon. Mr. Mabee.—I do not know. I do not see what we can do. I do not see why you do not either buy land or else expropriate it. What is the sense of pursuing a man with a jacknife in one hand and a gun in the other? It only complicates it. There must be a provision in that order too—that escaped my attention at the moment—with reference to this millsite of Mr. Shields'. The order must contain a provision that if a mill is built on the remaining portion of his land, that the railway company shall provide him with proper railway facilities for the shipments to and from his mill and that if the expense that he was put to in connection with his present facilities is exceeded by the expense he may be put to in connection with getting facilities for his mill now to be built, if that is not taken into consideration by the arbitrators in fixing the compensation that he may be entitled to, then the Board will reserve that question when the time comes for him to get his additional facilities if he builds on that site.

SESSIONAL PAPER No. 20c

Application of the Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Company, under Section 176, to take a Portion of the N.W. quarter of Section 33, Township 36, Range 5, West of the Third Meridian, belonging to the Canadian Pacific Railway Company. (File 13198-1).

Judgment, Mr. Commissioner McLean, Oct. 6, 1911.

By Order 10314, issued April 19, 1910, the Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Company was authorized to construct, maintain, and operate a branch line on Lauriston street, in the city of Saskatoon. The projected spur crossed a certain triangular portion of land belonging to one A. Bowerman. It is land in this portion which it now makes application to take.

Under the date of June 6, 1911, Bowerman complained that no notification had been given him when Order No. 10314 issued. In view of his protest, the whole matter of this spur was put down for hearing at the sittings of the Board at Regina on September 14, 1911. Mr. Bowerman did not, however, appear. In an affidavit on file, under file No. 17696, he states that he was so advised of the hearing but did not deem it necessary to attend.

The date for completion of the spurs as limited by the original order has from time to time been extended; and by Order No. 14210 the date for completion was extended for a period of three months from July 18th, 1911.

It appears that for a period of years beginning about 1906 there had been negotiations between the Canadian Pacific and Bowerman as to this property. On May 4, 1910, it was transferred to the Canadian Pacific by him and this transfer was registered and a certificate of title issued August 1, 1910. It is to be noted that the spur order of the applicant railway antedated the transfer by some fifteen days, and the issue of the certificate of title by some one hundred and three days. It is also to be noted that while Bowerman claims that he had no notice of the intention to make an application for the construction of this spur, evidence of such intention was given in an advertisement published as required by the Railway Act.

On July 17, 1911, the Canadian Pacific obtained Order 14466 which authorized it inter alia to construct certain spurs into the Bowerman subdivision crossing the triangular piece of property in question. When this Order issued, the applicant railway's spur track was constructed with the exception of the portion crossing the portion of land aforesaid.

The Canadina Pacific, in a letter under date of July 31, 1911, stated that the taking of the lands in question would interfere with the spurs which it was building into the Bowerman property. At the hearing in Regina on September 14, 1911, in the course of the hearing *re* File 17696, Mr. Clark for the Canadian Northern made a similar objection as to the crossing of the Canadian Pacific spurs over the spur the applicant railway had been authorized to construct.

The point raised both by the Canadian Pacific and by the Canadian Northern had been considered when Order 14466, above referred to, issued. For the Board's Engineer advised at the time:

"The only point where the spur of the Canadian Northern Railway and the spur conflict is on the triangular piece of ground owned by Bowerman and three switching leads of the Canadian Pacific Railway across the location of the Canadian Northern Railway; but I see nothing objectionable in this."

Reference has been made in the hearing and in the written submissions of the railways to the findings in the Kaiser crossing case (7 Canadian Railway Cases, p. 297) and the Nokomis crossing case (Ibid p. 299) as affording precedents bearing on this matter. These findings are not conclusive in the present situation, as it involves the taking of land as well as the crossing.

An order should go, I think, authorizing the applicant railway to take so much of the land in question as is necessary for the construction of the spur authorized

under Order No. 10314. In the event of dispute arising as to the area necessary to be so taken, the matter should be determined by an engineer of the Board. Further, the expense of the crossings on the triangular portion of land aforesaid should be borne jointly by the railways.

Chief Commissioner Mabee concurred.

Application of the Canadian Pacific Railway Company, Under Sections 222, 237, and 256 of the Railway Act for Authority to Construct Three Spurs for the Canadian General Electric Company, Peterborough, Ont.

Heard at Toronto, April 24, 1911.

Judgment, Assistant Chief Commissioner Scott.

The Canadian General Electric Company owns the property on both sides of Park street, and the Canadian Pacific Railway Company make application to build a spur or two spurs across Park street from the Canadian General Electric property on one side to the Canadian General Electric property on the other side. The City of Peterborough consents. A land-owner on the south-west corner of Albert and Park street, who has a departmental store there, objects on the ground that horses attached to conveyances in front of his store will be frightened by the use of that spur.

The Canadian General Electric is developing very largely in Peterborough, and is an institution which should be encouraged, not only in the interest of Peterborough, but, I have no doubt, in the interest of the whole community.

The Board are not very much impressed with the assertion that there will be much smoke or soot or anything of that kind, to annoy the objector or his customers; but, nevertheless, since the movements into the Canadian General Electric will be so small it does not seem to us unreasonable that the time when the highway may be crossed should be limited.

Therefore, an Order will go granting the application on condition that the highway is not crossed by any train or engine between the hours of 7 a.m. and 6 p.m., that being the time when most business is carried on at Mr. Braund's establishment. During the night time conveyances would not be left standing on the street before his place, so that there can be no objection to the shunting being done during those hours.

Mr. KERR: Mr. Commissioner, without differing in any way, would you think it fair to provide that it should be on payment of any damage that might be found regardless of this order.

The Assistant Chief Commissioner: No, the Board has gone pretty far in granting damages, but I do not think this is a case where we can do that.

Mr. KERR: I think that on a view of the place, you would be satisfied that there will be more substantial damage than the plan shows, and we are deprived of obtaining those when the Order goes through. It is merely to preserve our rights to damages, if any.

The Assistant Chief Commissioner: No, we do not think it is a case where any damage should be granted.

Mr. HALL: There is another matter, Mr. Commissioner. I gave a consent to a form of an Order. I omitted to put in one thing that the City Council require: that is, that in case at any future time protection at the crossing should be ordered, the cost should be borne by the applicant company or by the Canadian General.

Mr. MACMURCHY: That may be reserved, but it ought not to be made now. That is not one of the terms we agreed to. Leave may be reserved at any time to apply.

The Assistant Chief Commissioner: Yes, it is not usual for us to deal with a question of protection at a time when that question is really not before us. Your objection is noted and if at any time protection is required this can be referred to.

Mr. KERR: Does the Order mean, Mr. Commissioner that the Canadian General undertake not to shunt within those grounds during the daytime as well, because of the engine extending over the top of the fence?

The Assistant Chief Commissioner: How could they possibly?

Mr. BRAUND: If they shunt in the daytime, we have recourse to stop it.

Dr. MILLS: The Order is that the siding be not operated between 7 a.m. and 6 p.m.

Application of the City of Brandon, Man., for an Order Requiring the C.P.R., the G.T.R. and the C.N.R. Companies to Provide Transfer Track Between Their Respective Railways in Brandon.

Heard at Brandon, Man., June 14, 1911.

Oral judgment delivered by Assistant Chief Commissioner Scott at the conclusion of the hearing.

This matter came before the Board first on the application of the Canadian Northern to build a transfer track along First Avenue to a junction with the C.P.R. The City were consenting to the construction of the line along First Avenue. At a hearing here last September, presided over by the Chief Commissioner, it appeared that the property owners who had already constructed residences on First Avenue strongly objected to a track being constructed on First Avenue, and after the matter was gone into thoroughly it was finally withdrawn. Then, an application was made by the City at a later date suggesting a line in the western portion of the city, and the Board's Engineer, Mr. Drury, and Operating Officer, Mr. Dillinger, came here and went over the ground very thoroughly and made a report on the 3rd of April to the Board, recommending the construction of the line on 25th street and some other streets adjacent thereto.

Today we have had the advantage of going out over the property and viewing the proposed location and we have now heard everything that anyone interested in the matter has had to say.

We are of the opinion that this transfer track should be constructed. We are not definitely decided whether it should be on 25th street or upon this lane west of 25th street, which the city suggests. We are going to leave it to the city to say which location they prefer.

We think the city should provide a right of way from the Great Northern to the Canadian Northern, free of cost to the railways, for this track and it is for the city to say within a reasonable time whether they prefer it on 25th street or on the lane west of 25th street.

When the right of way has been decided on and provided by the city, an Order will go that the Great Northern construct and maintain and operate the connecting track. It has been pointed out that perhaps the facilities of the Great Northern at present are not such as to permit of very prompt delivery, but they have an engine here every day and it seems to us that for the present at any rate that will be sufficient service. The shippers must adjust their own affairs so that the time of transfer which suits the Great Northern will be a time which will be convenient to them.

It has been suggested that there may not be enough business over this spur to pay for its construction and maintenance and operation. I do not know whether that is right. It seems to me from what we have heard that there is to-day, or if not to-day there will be within the very near future, sufficient business to amply pay all that is necessary. In case there is not sufficient business, that is sufficient revenue, to the Great Northern Railway Company from this connecting track, the balance, if any, required to make up the cost of the maintenance and interest and operation will be paid by the three railways on a wheelage basis. That is, it will be divided among them in the proportion of the cars which they send over this connecting track.

It is apparently desirable that the transfer track should be constructed with as little delay as possible.

Our engineer assures us that this work can easily be done by the 15th of July, so the order will go that the work be completed by the 15th day of July next.

It may be that in working out the operation of this transfer line our present interswitching order will not satisfactorily cover the case, there being three railways. There may be some difficulty about it. I have not the order here and I am not sufficiently familiar with it to say off hand, but we will look into the matter and if we find that the present interswitching order does not satisfactorily cover the situation we will be glad to hear the parties and try to adjust a satisfactory revenue to the railways and a fair rate that the people will have to pay.

Petition of Rural Municipality of North Cypress, Manitoba, for a Transfer Track Between the Canadian Pacific and the Canadian Northern at Munroe Siding and at the Town of Carberry, Man. (File 4791).

Judgment, Mr. Commissioner McLean, October 16, 1911.

At present, the interchange between the Canadian Northern and Canadian Pacific is at Neepawa, which is about 26 miles north of Carberry. Munroe siding, at which a transfer track is also asked for, is about 14 miles north of Carberry. In point of shipments the traffic in and out of Carberry is more important. At present, the shipments to and from Carberry, which require to move over the Canadian Pacific and the Canadian Northern, have to move by way of Neepawa, involving an additional haul of about 40 miles. The traffic so moving is subjected to the sum of the locals, no through rates applying.

While I do not think that a case has been made out for a transfer track at Munroe siding, the conditions at Carberry both in point of traffic and convenience of handling the transfer business, are such that I think an order should go for a transfer track at this point. Plans for the transfer track should be prepared by the Canadian Pacific and filed with the Board within thirty days for its approval. If the railways cannot agree as to the plans, all matters in dispute shall be settled by an engineer of the Board. After the approval of the plans by the Board, the work of construction of the transfer track, including the supplying of such materials as are necessary therefor, shall be undertaken and carried out by the Canadian Pacific. The work should be completed not later than June 15, 1912, the expense should be divided between the railways.

Chief Commissioner Mabee concurred.

Re *Manitoba Brewing and Malting Co., Ltd., and Blackwoods, Limited, and C.N.R. Spur, Winnipeg, Man.*

The Canadian Northern Railway Co. applied, under Sections 222 and 237 of the Railway Act, for authority to construct, maintain and operate spurs from a point on its main line on a line directly north of Jessie Avenue, in the city of Winnipeg across blocks 8, 9, 10, D and 11 of block 21, in the said city; and for authority to construct the said spurs across Fleet, Mulvey and Jessie avenues, as shown on the plan.

The application was heard at Winnipeg in presence of counsel for the parties interested.

Judgment, Assistant Chief Commissioner Scott, delivered at the hearing, June 15, 1911.

If the Board was of opinion that the granting of this application was going to destroy the business of the brewing company, we probably would refuse the application. But we do not think the business of the brewing company will be destroyed by the construction of this track, either on the line shown on the plan or at a point

somewhat east as suggested by one of the witnesses and shown on a plan put in. We feel that this application should be granted because it will not in our opinion destroy the business of the brewing company. It will undoubtedly cause them some damage; it will undoubtedly prejudice the use of their property but not destroy their business. In our opinion they will be able to carry on business as they have heretofore. The only question is one of damage, which is provided for in the Railway Act, the amount to be ascertained by arbitrators if not agreed upon by the parties. It is all a question of damage and as a portion of the brewing company property is taken then, the arbitrators are given jurisdiction to deal with damage to an adjoining property.

An Order will go granting the application on a line to be approved of by Mr. Drury, the Engineer of the Board. It may be that a line can be put through east, by the construction of piles along the river bank, which will do less damage to the brewing company and still be a satisfactory line to approach the properties of the parties desiring to be served.

Mr. ELLIOTT.—One point, Mr. Chairman, I would like to have provided for in the order that we might not be able to get compensation for. If, after the construction of the spur track and after the assessment of damages, experience should teach us that the bank itself might cave in and perhaps destroy the foundations of our buildings, we would be without redress unless the Board itself should reserve leave to us to come back to the Board again at some future time for relief in case that should be necessary.

The Assistant Chief Commissioner.—You would always have the right to come to us for anything in connection with the construction or maintenance of a railway line if it proved to be detrimental to your property. However, I think we can put a clause in the order reserving you that right.

Mr. ANDERSON.—That is the right to come back?

The Assistant Chief Commissioner.—To make a further application to the Board in the event of any damage being done at a future time which has not been taken into consideration by the arbitrators in fixing the amount of damage to be paid.

Mr. Commissioner Mills concurred, and suggested that the following conditions be incorporated in the Order:

1. The applicant company shall lay its track through the property of Blackwoods, Limited, as nearly as possible on a level with the ground on each side thereof, making crossing (at a point to be agreed upon between the parties) at least 12 feet wide, planking between the rails and for a distance of 20 inches on the outer sides thereof, and construct proper approaches thereto, so that Blackwoods, Limited, can cross and re-cross the track in question with the least possible trouble or inconvenience.

2. The applicant company shall not allow any cars or other rolling stock to stand on the track or siding within the limits of the Blackwoods, Limited, property, and the whole work of construction and operation of the said spur shall be done in such a way as to interfere in the least possible degree with the rights and privileges of Blackwoods, Limited.

3. Blackwoods Limited, shall have the right of crossing and re-crossing the proposed spur track at all times.

Order issued accordingly.

Application of the C.P.R., Under Sections 222 and 237, for Authority to Construct Spurs for Messrs. Bowerman and Cushing Bros., in the City of Saskatoon, Sask. (File 17696).

Under Order No. 14466 the C.P.R. Co. was authorized to construct, maintain and operate spurs for Messrs. A. Bowerman and Cushing Bros., in the city of Saskatoon, as applied for.

The facts are recited in the judgment.

Upon objection being raised on behalf of the city, work under the Order was stayed.

Judgment, Mr. Commissioner McLean, October 6, 1911.

Order No. 14466 went in this matter on August 4, 1911, as to these spurs, reciting that it went on the consent of the council of the city of Saskatoon and of the property-holders affected.

At the meeting of the Board in Regina on September 14, 1911, the City Solicitor of Saskatoon protested against the terms of the order in so far as the Bowerman spurs were concerned, it being stated that the consent was to the Cushing spurs alone. He stated that some three months before the granting of the order, the city had been asked by the owner of the Bowerman property to approve of a subdivision in which street and lanes were shown, but that the approval then given had not been obtained as to the spurs.

In view of the position taken by the city it was directed that work on the Bowerman spur should stand until definite statements in writing might be submitted.

The city now states, under date of September 26, 1911, that it is agreeable to the spur being constructed, on the following condition:—

> "That the City Solicitor be authorized to withdraw the statement of objections filed with the Board of Railway Commissioners against the construction of the spur tracks through the Bowerman property on condition that the interests and convenience of the city and the public be safeguarded by proper conditions as to the maintenance of the spurs at levels supplied by the City Engineer where they are to be crossed by the streets and lanes, laid out in the plan of the subdivision approved by the council, or by any other contemplated streets; and also on condition that the hours during which the tracks shall be used for switching purposes shall be only between eleven o'clock at night and six o'clock in the morning."

The direction to the railway to cease construction of the Bowerman spurs may now be removed and order go as to the spurs on the consent of the city, embodying the conditions above set forth.

Petition from the Farmers in the Vicinity of Ribstone, Alta., asking that the Grand Trunk Pacific be Directed to Install Siding Accommodation Suitable to Accommodate Two Elevators and Loading Platforms at that Point. (File 12578).

The facts are set forth in the judgment.

Judgment, Mr. Commissioner McLean, October 17, 1911.

This application first came before the Board in a hearing at Edmonton on October 20, 1909. It was represented by Mr. Tate for the Grand Trunk Pacific that the road being still in the construction stage, the application was premature. It was also stated by him that grain-growing had not progressed sufficiently in this district to warrant any definite statement being made as to whether any additional facilities were necessary. The Board at the time felt that action might well be postponed.

Dunn and Chauvin, between which stations it is sought to have the siding in question placed, are located about ten miles apart, to be exact, 9·9.

In the hearing at Edmonton in September of the present year, stress was laid by the applicants on the increase in the grain area. It was also stated that high sandy hills interfered with the farmers getting to Chauvin. In addition, it was stated that the trails both to Dunn and Chauvin were in bad shape and difficult to travel.

The Board's engineer, Mr. Drury, reports that the applicants will be satisfied with a siding at any point between "stations" Nos. 3515 and 3550, near mileage 638 (old mileage 67) east of the Ribstone Creek. This point of location for a siding will not, he advises, present any difficulty from an operating standpoint.

At the hearing, there was a diversity of opinion as to whether a siding at a point east of the Ribstone Creek would serve the territory west of that creek, it being stated that the creek was not fordable. The creek, however, appears to be fordable.

While there are certain topographical difficulties in the way of getting to Chauvin or Dunn so far as some of the traffic is concerned, this is a condition for which the railway is not responsible. As was pointed out in the application of the farmers of Staunton, Alberta, for a siding for the handling of grain by the C.P.R. *File 17522,* the matter narrows down to this: Have reasonable facilities been provided by the railway? The distance between the stations is not unreasonable from a traffic standpoint. While it is impossible to make any general statement as to the distance from a station such a siding as is asked for should be located, it is to be noted that the location at "station" 3550 is four miles from Chauvin, while "station" 3515 is 3.66 miles from the same point. I do not think that in this case the Board would be justified in ordering the location of a siding so close to Chauvin.

Chief Commissioner Mabee concurred.

Haight vs. the Great Northern Railway Company.

The facts are fully recited in the judgment.

Judgment, Chief Commissioner Mabee, November 14, 1911.

On the 15th of May last, W. M. Haight, of Piper's Siding, B.C., made an application for a spur to be connected with his property on the Great Northern Railway some nine and a half miles from Vancouver, for the purpose of shipping fertilizers to his property and vegetables in carloads out. At the same time he made an application for a commodity rate on manure and ashes from Vancouver.

The cases came to be heard at Vancouver, together, on the 31st of August last, when they were adjourned for further consideration.

Mr. Haight's position is that he has a vegetable farm adjoining the right of way of the railway company. He has some ninety-two acres, and about 1,900 feet of land lies along the line of the company. He grows cabbages principally, and he estimates that it will take at least forty cars a year for hndling at this siding. A place called Piper's Siding is some three-quarters of a mile away.

The contention of the company is that the applicant should be required to haul his fertilizer from, and his vegetables to Piper's siding. The applicant answers them by saying that there are not proper loading facilities or platform at this point, and that, owing to the condition of the roads from there to his place, it is impossible for him to do any hauling. The fertilizers that he has hitherto taken out from Vancouver to his property has been unloaded on the main line of the company, for which an additional toll was charged, although the tariffs filed do not contain a toll for such service. The fact of the railway company permitting the unloading on the main line is tantamount to admitting that Piper's Siding was not a convenient point to require the applicant to unload the fertilizer. I am quite alive to the importance of limiting, in so far as may be reasonable, the breaking of the main line, where there is a large amount of through passenger and freight traffic. On the other hand, it is perhaps just as essential that industries along a railway should be provided with all reasonable and proper shipping facilities, as that through traffic should be taken good care of. Railway companies have been in the habit of making breaks in main lines to provide shipping facilities for industrial establishments of various kinds, where, in the opinion of the officials of the road, sufficient traffic might be afforded to the companies. Spurs are connected with brick yards, sawmills, and all sorts of factories, and I am unable to say why a farmer, who has fifty or sixty cars to ship each year, is not as much entitled to a siding into his property, in order that his produce may be handled by him at a minimum of expense, as a brick maker is who has about the same number of cars for shipment. It is true, in this case, that the haul is only to and from Vancouver, but the law does not distinguish; railway com-

parties are required to furnish shippers with just as good facilities for a short as they are for a long haul; and, after giving this matter the best consideration that I have been able to do, I am of opinion that the applicant has made out a case for a siding.

The application is made under section 226 of the Railway Act, the parties not having been able to agree as to the construction or operation of this spur. We have not been given an estimate of the probable expense, nor has a plan or profile been furnished. Under the section in question the statute requires that the owner or person making the application for the spur shall deposit in some chartered bank such sum or sums as are by the Board deemed sufficient, or are found necessary to defray all expense of building the spur or branch line in good working order, including the cost of the right of way, incidental expenses and damages. I understand that the spur will be entirely upon the lands of the railway company and of the applicant, so there will, probably, be no right of way to purchase. If the applicant and the company cannot agree as to the probable cost, then the Board will make enquiry and fix the sum to be paid into the bank. If the parties do agree, then the sum agreed upon may be the sum to be paid into the bank under this section. Of course, after the spur is completed, this money will be paid out of the bank to the railway company, and, under clause 3 of section 226, the railway company shall repay or refund to the applicant one-half of the tolls charged by the company in respect of the carriage of traffic for the applicant over the said spur or branch line until the aggregate amount paid by the applicant, in the construction and completion of this spur or branch line shall have been repaid to him. Either the applicant or the company must file a plan, with profile and book of reference, showing the proposed location of this spur, but the advertisements required by the statute may be dispensed with.

With reference to the second branch of the application, namely, the establishment of commodity rates on these materials from Vancouver, the railway company states that ashes and manure C. L. in the Canadian Classification take tenth-class rate, and under the tariff that is six cents per hundred for distances of ten miles and less.

Mr. Hardwell, the Board's Chief Traffic Officer, is of the opinion that the company's lumber rate, namely, three cents per hundred pounds, is a fair and reasonable rate to be applied upon ashes, and, in his opinion, the rate of two and a half cents per 100 pounds uopn manure, with a minimum of 40,000 pounds in each case, would be reasonable. I agree wtih his view of the matter, with the exception that I am of the opinion that a minimum of 40,000 pounds might not be reasonable with respect to all classes of manure, and I would suggest that this minimum be made 30,000 pounds in the case of horse manure. The company will be required to put in rates upon the above basis applicable between the points in question here.

Mr. Commissioner McLean concurred.

C.P.R. Spur to Chinook Coal Co., Kipp, Alta.

Upon the application of the Canadian Pacific Railway Co., the Board, by its Order No. 16088, dated March 7, 1912, authorized the construction of the spur for the Chinook Coal Company, and incorporated in the Order a provision that, notwithstanding the terms or conditions contained in any agreement between the parties, the spur should form part of the railway facilities of the company, and should not be regarded as a private branch line. The company pointed out and urged upon the Board that from an operating standpoint such a provision would be very embarrassing to it, and after consideration, an amending Order was issued in which a provision declaring the spur, or branch line, to be subject to the control and jurisdiction of the Board, was substituted for the clause objected to.

Judgment, Chief Commissioner Mabee, January 3, 1912.

In view of the Supreme Court judgments in the Blackwood and Clover Bar cases, I do not think the Board should permit a line of railway six miles long to be constructed as a private spur. It can be used by no one else; is not under Government control, apparently, either as to the maintenance or rates; and is not part of the railway. Such a work should be constructed by the company, and not under a private siding agreement.

Mr. Commissioner McLean concurred.

Highway Crossings G.T.P. Branch Lines Co.

The Grand Trunk Pacific Railway Co. applied, under Section 237 of the Railway Act, for authority to construct its railway across the highways between Section 31, Township 32, Range 6, and Section 18, Township 21, Range 11, West of the 2nd Meridian, in the Districts of Assiniboia and Yorkton, Saskatchewan.

It developed at the hearing that these crossings had already been constructed, and before the necessary authority had been granted.

Judgment, Chief Commissioner Mabee, dated April 4, 1911, delivered at the hearing.

Section 380 of the statute says that:—

"Every company which, except as authorized by special Act of the Parliament of Canada, or amendment thereof, passed previously to the twelfth day of March, 1903;

"(*a*) Carries its railway or causes or permits the same to be carried upon, along or across an existing highway without having first obtained leave therefor from the Board; or," and so on, "shall incur a penalty of not less than forty dollars for each such offence."

There are before us two cases in connection with the Grand Trunk Pacific regarding highways between section 31, township 32, range 6, and section 18, township 21, range 11, west of the second meridian, districts of Yorkton and Assiniboia, in the Province of Saskatchewan, and also highway crossings between section 13, township 53, range 25, west of the 4th Meridian, and section 26, township 53, range 7, west of the 5th Meridian, in Alberta. In the first instance there are 37 crossings involved, and in the second, 45.

These crossings have all been constructed contrary to the provisions of section 380, some of them a year and a half ago, it is said, and now applications come in asking the Board to grant approval of them.

The Board does not propose to grant any approval of them at all. It will leave the company in whatever position it has got itself into as being a trespasser upon these highways, and I suppose the local municipalities can take proceedings against it by way of indictment or otherwise just as they see fit.

More than that, the practice has grown up of building railways without the leave or license of anybody. Instances have arisen within the last year and a half where railways have been so built. One railway in particular, a section of it, was built before the approval of the location plan. No regard whatever is paid to the provisions of the law in some instances, I am not saying in all, but in some instances, for reasons which we do not know, these railways are rushed along regardless of the provision of the statute, and regardless of the rights of the people on the ground, they being ridden over rough shod.

We, think, perhaps a little salutary lesson won't hurt the Grand Trunk Pacific, and we intend to adopt the same course with reference to these 82 highway crossings that we have adopted in connection with the Canadian Northern case just referred to. We intend to ask the Attorney-General of Canada to institute and prosecute proceedings on behalf of His Majesty against the Grand Trunk Pacific for recovery of the penalties imposed under section 380 in connection with these 82 highway crossings.

There are a good many others, but we will let them take the 82 to start on, and see how they succeed in reference to these.

Application of the Town of St. Boniface for the Opening of Plessis Street and Rue Messier across the Emerson Branch of the Canadian Pacific Railway.

After hearing the application, and upon the report and recommendation of its engineer, and after a personal inspection by the Board of the *locus*, permission to cross these streets was refused.

Judgment, Mr. Commissioner Mills, June 28, 1911.

An Order has already been issued for the opening of Marion street.

Proceeding west of north along the Emerson branch of the Canadian Pacific Railway we have Plessis street, Marion street, Rue Messier, and Rue Plinguet.

By actual measurement on the plan along the line of the railway, the distance, centre to centre, from Plessis street to Marion street is 3,150 feet; from Marion street to Rue Messier 3 000 feet; and from Rue Messier to Rue Plinguet 1,200 feet.

I understand that Messier street is opened and graded up to the railway; and if a crossing on the line of that street is refused, there will be no means of crossing the railway between Marion street and Rue Plinguet, a distance of 4,200 feet, about four-fifths of a mile; and there is no railway-street along the east side of the line, as is frequently the case alongside of lines of railway within city limits; so, if one builds a house or establishes an industry on Messier street near the line of the railway, he will have to travel down Messier street, along the Dawson road, by Rue Plinguet, and over Rue Archibald, a distance of 5,025 feet, almost a mile, in order to reach the opposite side of the railway in line with Messier street.

Such conditions, I think, are unreasonable and not fair to the owners of property between Marion street and rue Plinguet.

Therefore, without wishing to be a party to making unnecessary grade crossings, I am of the opinion that the municipality should be authorized to carry rue Messier across the track or tracks of the Canadian Pacific Railway at that point.

In the matter of the Application of the Town of St. Pierre, in the Province of Quebec, Complaining of the Closing by the Grand Trunk of Simplex Street in the said Town.

Judgment, Chief Commissioner Mabee, July 12, 1911.

On June 10, 1910, the town of St. Pierre applied to the Board complaining that the Grand Trunk Railway Company intended closing up Simplex street.

One of the Board's officers made an inspection in the month of June, and reported that the closing of that street would work hardship to the public, and also recommended that as the traffic on the railway was heavy, a source of danger to persons using the crossing existed, and that some means should be taken to protect the public, either by a flagman or gates.

After the matter had been up for hearing on one or two occasions, an Order was made on December 1 adding as parties to this proceeding the municipalities of the town of Lachine, the parish of Lachine, and Montreal West, and these municipalities were directed to furnish the Board with plans showing the existing crossings, public or private, over the tracks of the Montreal Park & Island and the Grand Trunk Railway with any suggestions that they might have to offer with reference to the elimination of grades, or protective appliances to be installed.

Plans were furnished showing the various crossings, and the matter has been on for hearing on one or two occasions since these plans were filed.

On May 18, the whole matter was referred to the chief engineer and the chief operating officer of the Board to make a joint report, copies of which were to be fur-

nished to the railway companies and the parties interested, and all were to be given an opportunity to discuss the various features of the matter before the report was acted upon. This report was duly made on May 27, 1911; copies had been furnished to the parties and the matter was fully discussed at Montreal on July 11.

The only level crossing in the town of Montreal West is at Montreal West Avenue, and the Board's officers report that this requires no protection, so no Order need be made with reference to it. They also report that there is a foot crossing leading from Montreal West Avenue across the Grand Trunk Railway's right of way, and that of the Montreal Park and Island to the station of the latter on the south side of both tracks. The use of this is objected to by representatives of the Grand Trunk, but it is reported that this is the only means of access that the public have to get to the station of the Montreal Park and Island Railway, and it is recommended that the public be permitted to use it as a foot crossing. This recommendation should be carried out.

In the town of St. Pierre it is recommended that all the crossings with the exception of Simplex street are sufficiently safe, and no Order need be made with reference to them.

It is pointed out that there is a foot crossing at St. Alexandre street leading from the south boundary of that street across the Grand Trunk and Montreal Park and Island tracks to the station of the latter company known as "Knappe." It is recommended that this footing remain open. At a distance of 460 feet west of the above crossing another foot path exists leading to the Grand Trunk Company's right of way to the entrance of the Dominion Car and Foundry Works. It is recommended that this crossing be closed and that trespassing at that point be stopped by the railway company. These recommendations should be acted upon.

Simplex street was originally a farm crossing, but it is now used as a general public highway crossing, and also affords access to the canal reserve. The traffic at this crossing is very considerable and it is likely it will be increased. The Board's officers are of the opinion that this crossing should be made a regular highway crossing fully protected with gates, with a day and night watchman.

It was strongly urged at the hearing by the representatives of the town, that the railway company should bear part of the cost of protecting this crossing. This, however, is out of line with the practice in the past, not only of the Railway Committee of the Privy Council, but also of the rulings of the Board. All the law required was that the Railway Company should furnish a farm crossing at this point when the railway was built. Public needs now require that this should be made a public street. The practice always has been that works of this kind must be undertaken and borne by the municipality requiring them. The Order may make provision that the municipality be at liberty to properly plank, and in all respects comply with the general regulations regarding highway crossings at that point. The municipality must also protect the crossing by the erection of gates and the employment of day and night watchmen to operate them. The railway company will file the plan for the location of these gates and within 60 days after the plan is approved, erect the gates in accordance with the plan, and to the satisfaction of an engineer of the Board. Thereafter the railway company will appoint day and night watchmen to operate these gates, and pay the wages of the men employed. The town shall reimburse the railway company for the expense connected therewith, the town in turn being reimbursed out of The Railway Grade Crossing Fund to the extent of 20 per cent of the cost of the work. The wages of the men engaged to operate the gates must be paid by the town to the railway company upon bills being rendered by the latter monthly or quartely, as the parties may arrange. Any dispute arising in connection therewith to be adjusted by an engineer of the Board.

In the Parish of Lachine the only crossing is the Upper Lachine road at Rockfield Station, and this is being dealt with under an Order made on the 28th of April.

It is recommended to the Board that the farm crossing now used as a public crossing at Second Avenue should be converted into a regular highway crossing, and be protected by a bell. The town of Lachine is to be at liberty to do the necessary work to comply with the highway regulations at this point, and after the same have been complied with the railway company will instal the bell to the satisfaction of an engineer of the Board, and after the same is installed the town shall reimburse the railway company for the expense thereof.

The town requests that a regular crossing be established at Tenth Avenue, and the Board's officers report that in their opinion this crossing is required, that it will be about half way between Second Avenue and Eighteenth Avenue already opened. They recommend that gates be installed with day and night watchmen for protection, as soon as Victoria street is extended.

At the hearing the representatives of the town stated that this would not be required before the month of May, 1912, so that the town may have leave to convert this into a public crossing complying with the highway regulations, and after the same have been complied with, the railway company shall file plans for the erection of gates, and within 60 days after the approval of the said plans, erect the said gates in accordance therewith and to the satisfaction of an engineer of the Board, and thereafter engage a day and night watchman for their operation; after the gates are installed the town shall re-imburse the railway company for the cost of the work and in turn to be re-imbursed to the extent of 20 per cent of such cost out of The Railway Grade-Crossing Fund. The town must also re-imburse the railway company for the day and night watchman upon account being rendered monthly or quarterly as the parties may arrange, and any dispute arising in connection therewith will be adjusted by one of the Board's engineers.

The foot crossing opposite Sixteenth avenue and the crossing at Eighteenth avenue are reported as satisfactory.

The town requests a crossing over the tracks of the railway company at Notre Dame street. It is reported that at this point the Montreal Park & Island Ry. has a diamond crossing over the Lachine Wharf Branch, and two sidings of the Grand Trunk Railway protected by derails on the Montreal Park & Island Ry., and semaphores on the Grand Trunk. The Board's officers report that in their opinion the crossing should be planked and converted into a regular highway crossing continuing the present protection, and that until traffic is established no additional protection will be necessary at this point. The town may have leave to do the necessary planking in accordance with the highway regulations, and it was requested at the hearing that they should have liberty to do this work at once. Such liberty may be granted.

Deputy Chief Commissioner Bernier and Mr. Commissioner McLean concurred.

Application of the City of Calgary, Alta., for leave to construct a Subway at Fourth Street West, under the tracks of the Canadian Pacific Railway.

(File 15556).

Judgment, Mr. Commissioner McLean, October 4, 1911.

This matter came up at the meeting at Calgary in September, 1910, before Chief Commissioner and Commissioner Mills. At that time the Board did not deem it expedient to grant an Order for the construction of subway at this point, it being recognized that there would be serious interference with certain industrial establishments, and more particularly with the plant of the Calgary Milling Company. The Board, on the consent of the railway company, directed the installation of gates as a protective measure.

At the hearing in September, 1911, it cannot be said that any new facts which were material were adduced. It is to be recognized that there is a certain amount of congestion of traffic at the point in question at present. However, it must be

further recognized that the traffic formerly moving over Eighth street is, owing to the subway in process of construction at that point, being forced to find other means of crossing the tracks, and undoubtedly, a portion of the apparent congestion at Fourth street is due to the deflection to this point of traffic which would ordinarily cross at Eighth street. The subway at Eighth street will probably be completed by the end of October.

In the expert evidence submitted by Mr. B. Turner Bone, on behalf of the city, it was claimed that certain re-arrangements of tracks would, if an Order for the subway went, permit the Milling Company's plant to be properly served. It seems to me that the plans suggested would greatly inconvenience the milling plant. I had an opprtunity of looking over the situation on the ground with the Board's engineer, Mr. Drury, and my inspection re-enforced the opinion I had formed at the hearing that the Milling Co.'s plant was the special matter of difficulty.

As has been said, the opening of the subway at Eighth street will undoubtedly relieve the traffic congestion on Fourth street. In addition, I do not think that any order for a subway should go until the city is prepared to show in a more satisfactory way how proper facilities are to be afforded to the Milling Company in connection with the handling of its grain. If proper facilities are not afforded, then it will be necessary for the Milling Company to go out of business. Under these conditions, the application should, for the present, be dismissed, either party having permission to renew it.

Chief Commissioner Mabee concurred.

Application of the City of Saskatoon, Sask., for Order permitting the C.N.R. to switch cars during the night on the proposed spur to power-house on Avenue B, Saskatoon. (File 6256, Case 2650).

Judgment, Mr. Commissioner McLean, October 5, 1911.

The City of Saskatoon applies for a variation of clause 7 of Order 5452, which will be found on this file, said clause providing that the applicant company (C.N.R.) do not allow any switching on the track or tracks between the west side of Avenue E and its railway yard in the said city. The city states that it has acquired lots 3, 4, 5, 37, 38, 39, 40, 41, and 42 on Block 32, plans C.E. and C.E.1, and is acquiring other property in the immediate proximity of the railway yards for the purpose of erecting a power-house thereupon, and it will be necessary for the purpose of bringing in supplies to the power-house to have a spur track from the main line over the Goose Lake branch of the C.N.R. at a point west of the property above described and west of Avenue B, the termini of such spur track lying within the area which under Order 5452, no switching is to take place. The city desires to have the privilege of switching upon such spur track and over the main line as far west as Avenue C during certain hours of the night. This is in aid of the application which the C.N.R. will make in regard to a spur track.

The city states it is willing to limit the hours of switching so that no movement will take place except between the hours of 10 o'clock at night and 5 in the morning, except in case of emergency. The city states that probably there will be no more than one car of coal a day moved in, and as the cars would probaly be brought in two or three at a time, it would mean that the cars would be run over the main track twice, or at the most, three times a week, and sufficiently far to get upon the spur. At the hearing, Mr. Jordan, a property-holder affected, objected to this variation being granted, and the protests of other property-holders will be found on the file.

As I understand the situation, the limiting clause in question was placed in the order on the earnest solicitation of the city of Saskatoon. I do not think the city should now be allowed, after obtaining the property for the purpose of its power-

loose within what it knew to be an area in which switching was not to take place, to obtain the variation asked for. It seems to me that the reason which led to the placing of the clause in the order are as strong now as then.

Chief Commissioner MABEE.—I am entirely opposed to the variation asked for.

Application of the City of Edmonton to amend Order 12082 so that the municipally owned Electric Railway may cross the line of the Edmonton, Yukon and Pacific Railway by means of a subway, instead of a level crossing. (File 15552).

Order of the Board, No. 12082, authorized the city of Edmonton to cross, at rail level, within the lines of its electric street railway, the Edmonton, Yukon and Pacific Railway at the intersection of the company's lines on Edward street, at the junction thereof with Steven avenue, within the limits of the city.

The facts are sufficiently set forth in the judgment.

Judgment, Mr. Commissioner McLean, October 11, 1911.

Plans of the proposed subway have been filed by the City of Edmonton, which has also submitted that one-half of the cost of construction should be borne by the railway.

At the hearing in Edmonton no objection was made by the railway as to the construction of the subway, provided the cost was on the city. The whole question turned on the question of seniority.

At the hearing it was stated by the solicitor for the railway that the location plan of the Edmonton, Yukon and Pacific was approved by the Department of Railways and Canals on July 10, 1903, and that this location covered the point in question; and as there was no street or public highway shown on the plan at this point at that date, the railway was, therefore, senior. It appears, however, that he was in error as to the date of approval, since a search by one of the Board's engineers at the Department of Railways and Canals shows the following certification of approval:—

"Department of Railways and Canals.

"Certified as a copy of the original duly sanctioned and deposited with this Department under Sections 124 and 125 of 'The Railway Act,' on the tenth day of August, 1903."

(Signed) COLLINGWOOD SCHREIBER.
Deputy Minister of Railways and Canals.

"*Ottawa,* August 10, 1903."

It develops, in addition, that a subdivision showing the street in question was registered in the Land Titles Office at Edmonton, on July 10, 1903.

The Public Works Act of the Northwest Territories, which is chapter four of the ordinances of the Northwest Territories of 1901, provides in section 75 thereof, as follows:—

"The registration in the land titles office of the plan of the subdivision into lots or blocks of any land not within the limits of an incorporated city or town shall vest the title to all streets, lanes, parks, or other reserves for public purposes shown on such plan in His Majesty; and no change or alteration in the boundaries of any such street, lane, park, or public reserve shall be made without the consent of the commissioner having been first obtained."

It was argued by the solicitor for the railway that the foregoing section was not intended to include lands surveyed on the prairie, and that it must be land which is in a village or town which is not incorporated and which has been subdivided. However, it seems to me that the wording of the section is too general to admit of the limitation which it is thus sought to place upon the section.

Part of the argument on behalf of the railway turned on the assumption shown above to be erroneous, that the approval of location was on July 10, 1903; that the

plan as approved showed no street at the point in question; and that the rights of the railway ran from the date of approval of the location, not from the date of registration of the plan. The solicitor for the city contended that the date of registration was determinative of seniority. However, it is not necessary to enter into the consideration of this.

It is admitted that on the plan of the subdivision there was a street at the point in question. It further appears that the title in the street in question was at a date antecedent to the approval of the location plan as well as to the registration of said plan—which was registered in the Land Titles Office at Edmonton, on September 8, 1903—vested in the Crown. The street is now within the boundaries of the city of Edmonton, and it carries with it the attribute of seniority which its registration at the date above mentioned, in conformity with the provisions of the statute, gave it.

The street is, therefore, senior to the railway.

The question of cost was not spoken to at the hearing with any degree of particularity. A submission had been made by the city that the cost should be divided. The railway should now show cause why an order should not go for a subway, the cost to be equally divided between the parties as suggested by the city, subject to a contribution of 20 per cent from the Grade Crossing Fund of the cost of the work, but not exceeding $5,000.

Chief Commissioner Mabee concurred.

Heard at Toronto, October 15, 1911.

Application of the Powell Door and Lumber Co., for an order as to the assessment of damages reserved by order 13121 date February 27, 1911, in re *G.T.R. crossing Front street and John street, Toronto; and for an order directing how and by whom the said assessment shall be made in connection with the level crossing over Front street, opposite the premises of the company, the erection of gates thereon, and the operation of both the railroads and the gates.*

Heard at Toronto, October 15, 1911.

Oral judgment, Chief Commissioner Mabee, delivered at the hearing.

If this were an action brought by the Powell Lumber Co. against the Grand Trunk, it would fail, because the right to compensation, if any, is outstanding in the predecessor in title of the Powell Lumber Company. This crossing was made, it is alleged by Mr. Biggar, with the consent of the Rathbun Co., who were then the owners. They made no claim for damages at the time the order was made for gates to be erected, and it is to be assumed they were not raising any objection. As far as we are concerned now, we must assume having consented to the crossing, and making no objection when the gate order was made, that they did not intend to claim any compensation, and did not regard it as any damage.

Then it is admitted that the case which has been referred to settled the principle that, where property is sold, the right to compensation, if any, remains in the vendor, and does not vest in the grantee. That being so, even if there is any right to compensation, it is still outstanding in the Rathbun Company, and not in the Powell Company, and it would be improper for us to make an Order giving the Powell Lumber Company the right to go to arbitration and claim compensation, which, if they obtained, would not belong to them but would be payable to the Rathbun Company.

It seems to us upon that ground, if upon no other, the application must fail.

Application of Messrs. Edward and Benjamin Baxter, of the Township of Bertie, Ont., under Sections 221 and 226 of the Railway Act, for an Order directing the G.T.R. Co. to construct, maintain and operate a branch line on Lot 10, Con. 7, to the applicants' stone quarry on Lot 4, Con. 8, Township of Bertie, Ont.

Heard at Toronto, October 12, 1911.

Oral Judgment, Chief Commissioner Mabee, delivered at the hearing.

We will dispose of this matter in this way. We think that this stone quarry is entitled to have some way of developing their property and getting their stone out.

The applicants are to have the choice of either depositing $40,000 in a bank for the construction of this siding and spur, and if they deposit that money the railway company must file plans to go on and build the siding and spur.

If the $40,000 does not complete the work, the Baxter people will have to deposit enough more to pay for the whole of it, both the siding and spur, and if they elect to take that Order then they will be entitled, pursuant to subsection 3 of section 226, to have refunded one-half of the tolls earned on this track, until that money is made up to them.

If they do not elect to take the work on those terms, then they will deposit $25,000 in the bank to pay for the construction of the spur upon their own land breaking off the main line at the point shown on the plan. The railway company in that event will proceed to construct the siding with this $25,000, and the Baxter people to make up any deficiency if that is not enough. The railway company to refund if that is too much. And in the event of their electing to have the order in that way, they will have to pay the wages of the telegraph operator at the point of connection, the operator to be engaged and paid by the railway company and the Baxter people to repay them his wages, month by month, during the time this spur is operated.

They may elect in which way they they will take the Order.

In the event of Mr. Carroll, (or anybody else), wanting to use the spur, or if Mr. Carroll wishes to extend it into his adjacent quarry, the matter will be considered, but it will be upon the basis of Carroll or anyone else using it joining in the expense connected with the construction of this spur, and if it is operated through the medium of a telegraph operator, of course Mr. Carroll or any one else coming in will have to contribute in proportion.

Application of the C.P.R. Co., under Sections 222, 183, 237 and 227, for authority to construct a branch line and siding from a point on the main line of the Ontario & Quebec Railway, at or near the foot of Tecumseh street, to the west side of Simcoe street, between King and Wellington streets, Toronto; to take certain lands necessary in connection therewith; to cross Front street, and Spadina Ave., the southeast corner of Clarence Square, the intersection of Peter and Wellington streets and John streets; to divert lane between Mercer and Wellington streets, and the land between Clarence Square and Front street; to cross the G.T.R. and to join its tracks with lines and tracks at present used in common by the G.T.R., and the C.P.R., under the terms of the Union Station Agreement, and to cross the tracks of the Toronto Railway at Junction of Spadina Ave. and Front street.

Heard at Toronto, October 13, and 14, 1911.

Oral Judgment, Chief Commissioner Mabee, delivered at hearing.

An Order may go approving these plans, subject to the one matter to be disposed of, to be taken up by the Railway Company, the Street Railway Company, and the City, and we would like to have some advice as to the result of that negotiation at an early date, so that we can get that end disposed of too.

The railway company may have leave to cross Front street, as shown on the plan, subject, of course, to its remaining in abeyance as to whether it should be a ten degree or sixteen degree curve, and also as to the change in the street railway track.

It may cross Wellington and Peter, as the plan shows, and also John.

The company must erect and maintain, at its own expense, gates at John street and at Front street, and must place a watchman at the corner of Peter and Wellington.

The Order may provide that Pilkington Brothers shall be entitled to be compensated, under the Act, if the parties are unable to agree, for any damage or injury to their property by reason of the location of the tracks across the easterly part of the lane extending from Peter to John, between Mercer and Wellington.

The Railway Company, of course, to have the right to change, if that is thought proper, the little lane proposed to be opened by them between the line alongside the south side of the property up to Mercer street and locate it in whatever manner they think would work to the reduction of the injury to the Pilkington property.

Then with respect to the location of the freight shed right up to the northerly side of Wellington street, and with a view to protecting, if possible, the people who voiced their complaints here in respect of the blockage of Wellington Street by lorries and the like, and any others in that vicinity who may be injured or inconvenienced, if the railway company is not able to operate these freight sheds without undue use of the street, or undue blockade of other traffic, then anybody so injured or inconvenienced is to be at liberty to make application to the Board, and we will, if it is possible, try at any rate to provide some remedy. It seems to us that that is something the City Council should take care of, but we have, at any rate, an indirect method of dealing with it, in so far as we have authority to approve the location of this warehouse, of these sheds. If the Company, with these things pointed out them, persist in locating their sheds along the street line, where they have to make undue use of the street in loading or unloading, when the matter is brought up, I think we will be able to find some way of remedying it ourselves.

Re *Humber River Bridge, Toronto, Ont., Settlement of Terms of Order*

Heard at Toronto, October 13, 1911.

Oral Judgment, Chief Commissioner Mabee, delivered at the hearing.

Under the Act of 1857, the Railway Company was authorized to construct a bridge. That Act contained a clause that they should compensate anybody whose land was injuriously affected. It is said by Mr. Biggar that the Company did compensate certain landowners, and among them the predecessor in title of Mr. Hunter's client.

Mr. Biggar.—I would not like to make that statement.

Hon. Mr. Mabee.—Or, at least, he thinks that is the situation. That bridge was there from the time it was constructed until about 1880. It has a centre pier. In 1880, the centre pier was taken out, and from then until recently the bridge has no centre pier. Lately, the Railway Company obtained the approval of the Minister of Public Works to the construction of a new bridge rendered necessary by their track elevation, and so on, and that new bridge was authorized to be constructed with a centre pier. Now, if there never had been any bridge there before, and this was an entirely new work, and the placing of the pier in the centre of the stream on an angle caused water to be diverted, or ice to be slanted up on this man's property, it is clear that he would be entitled to be compensated under the Railway Act. If his predecessor in title was compensated under the Act of 1857, that one compensation would carry with it, we think, the right of the company to put in a new pier, unless it differed from the one that was there before to such an extent as to create additional injury. So this Order may be varied by adding a term to it that Mr. Devine shall be compensated by the Railway Company for any injury caused to his property by reason of the erection or location of this pier, unless the Railway Company is able to establish that it compensated the predecessor in title of Mr. Devine under the Act of 1857.

Application of Chambre de Commerce of the District of Montreal, for an Order requiring all Railways to do away with all Level Crossings, particularly those of the Grand Trunk Railway Company, in the City of Montreal, Que.

The facts are sufficiently set forth in the judgment of the Chief Commissioner delivered at the hearing.

Judgment, Chief Commissioner Mabee, November 7, 1911:

The application here is by the Chamber of Commerce to compel the Grand Trunk Railway Company to elevate its tracks from its Bonaventure station westerly, I do not know how far, up to the vicinity of St. Henri or thereabouts.

The Grand Trunk Railway Company is under contract with the Government to furnish trackage for the Intercolonial trains over the portion of right of way this application seeks to have elevated. It also is under contract to furnish certain terminal and station facilities at Bonaventure for those Intercolonial trains.

It would not be proper that an Order should be made at the instance of the Chamber of Commerce, which might in the end seriously prejudice the rights of the Intercolonial over those tracks, without at any rate the Intercolonial and those in charge of it, having full knowledge of the various steps that might lead up to the making of such an Order.

This is not an application at this stage to require the Government through the Board managing the Intercolonial, to make any contribution towards the cost. It is merely a step taken by the Grand Trunk in its own interest and for its own protection, that the Government and the Board of Management of the Intercolonial may be familiar with the proceeding.

There is no reason that we know of why an Order should not be made, and an Order may be made adding the Government Railway Managing Board as parties to this proceeding, without prejudicing any contention they may wish to advance.

Georgian Bay and Seaboard Crossing of Highway, between Concessions 4 and 5, in the Township of Ops.

Judgment, Assistant Chief Commissioner Scott, November 8, 1911.

The application for the approval of the crossing of the line of the Georgian Bay and Seaboard Railway, made by its lessee the Canadian Pacific Railway Company, to the Board, was received on June 7 last. The application was accompanied by a plan showing the highway being carried over the railway by a bridge. The plan was marked "approved" by the Council of the Township of Ops, and signed by the reeve and clerk of the Municipality. The plan showed that the bridge was not to be built over the railway on exactly the same line as the travelled portions of the highway, but that by reverse curves a crossing over the track at right angles to it was to be constructed. Being influenced doubtless by the municipality's consent, an Engineer of the Board recommended the approval of the plan of the crossing, and by Order No. 13971, dated 19th June, 1911, the Railway Company was authorized to construct its crossing in accordance with the plan.

The Railway Company on August 1, sent in another plan showing the crossing with a somewhat greater curve in the approach to the bridge than that shown on the plan approved by the Order of June 19, and asked for its approval. With this plan the Railway Company sent a blue print of the first plan on which was marked the municipality's approval. No reference to the previous Order was made in the Railway Company's application and our Records Department made a new file of it. It was then recommended for approval by our engineer who evidently was misled by the blue print of the plan marked approved because he stated that this new plan was consented to by the municipality although there is really no evidence before us that the municipality ever saw the second plan or knew anything about it. On this recommendation of the engineer which was really made in error, Order No. 14536, dated August 11, was made approving of the second plan.

On the 13th September last, the Board received a letter from the clerk of the municipality stating that the council objected to the structure which was then being built by the railway company, saying that it was not as satisfactory as it appeared to be on the plan, and asking that the railway company be ordered to discontinue work until the Board had an opportunity of examining it.

On the 15th of September last, Mr. Beatty, General Solicitor for the Canadian Pacific Railway Company, was advised that it was the intention of the Board to view the location of the bridge, and that if the railway company was proceeding with construction in a way not authorized by the Board that it might have to make the necessary changes to conform to the Board's Order.

Accompanied by Engineer Simmons I visited the bridge in question on Saturday, the 7th October. The township was represented by its clerk and other officials, and the railway company by its engineer, Mr. Duncan. It appears that the railway company is not following the plan consented to by the township, but is making the curves in the approaches to the bridge greater, as indicated in the second plan approved by the Order of August 11. At the time I visited the location of the bridge I was not aware that the railway company had changed its plan. The bridge is not yet completed, but sufficient work has been done to make it quite clear that it will not be only an ugly structure but an inconvenience to anyone travelling on the highway. It is quite evident that in preparing the plans of this bridge and having it constructed with the objectionable curves in the approaches, the railway company's officials have had a total disregard to the interests of the public using the highway. They have evidently thought only of what would be the cheapest and easiest method, from the railway company's point of view, of joining the two portions of the highway which were severed by the construction of the railway. The railway is about 12 feet below the level of the highway and one would have thought that it would have been a simple matter to have built a bridge to carry the highway over the railway without disturbing the straight line of travel; but as it is, unless the railway company is ordered to change the structure, a traveller on the highway will almost have to make the letter 'S' to get over the railway.

This is not the first case that has been brought to my attention of the disregard of the public's right by a railway company's construction engineer.

The municipality is not free from blame in this matter. The council made a mistake in approving of the plan as it did, but it did well in promptly bringing the matter to the attention of the Board when it discovered that such an objectionable bridge was being built by the railway company.

The Board has in the past felt justified in assuming that any work affecting a municipality which a railway company desired to construct, which was approved by the council of the municipality in which the work was to be done, would be satisfactory to the public; but, unless more care than has been shown in this case is exercised by municipal councils we cannot in the future place much confidence in their consent or approval in such cases.

In this case, if it had not been for the consent which the council gave to the character of the work, I might have suggested that the Board order the railway company to pull down this bridge and build one carrying the highway on a straight line over the railway.

In the present case, I think that the two Orders approving of the two different plans of the bridge should be cancelled, and that the railway company be informed that no structure will be approved by the Board which does not provide for a clear roadway of 6 feet on the straight line of the travelled portion of the highway from one side of the bridge to the other:—*i.e.* the sides of the bridge should in no case be nearer the centre line of the travelled portion of the highway, as it existed prior to the construction of the bridge, than 3 feet, as shown on the plan hereto attached.

Application of J. A. Riddell for Farm Crossing over Grand Trunk Railway on Lot 35, Concession 1, Township of Williamsburg, Dundas County, Ontario.

The facts are set forth in the judgment.

Judgment, Mr. Commissioner Mills, November 25, 1911.

Mr. Riddell has a farm of seventy-two acres, fifty acres north and twenty-five acres south of the Grand Trunk Railway; and he has asked for a farm crossing over the railway.

There is no doubt that Mr. Riddell needs a crossing "for the proper enjoyment of his land on the north side of the railway;" and the language of the Railway Act regarding farm crossings (Sections 252 and 253) is that

> "Every company shall make crossings for persons across whose land the railway is carried, convenient and proper for the crossing of the railway for farm purposes;" "and that wherever the Board considers a farm crossing necessary, it may order and direct how, when, where, by whom, and upon what terms and conditions such farm crossing shall be constructed and maintained."

It appears that when the Grand Trunk Railway was constructed (in 1854), the land in question, with half a lot immediately west thereof, was owned by Henry W. Bowen, and that the railway gave Mr. Bowen a crossing which he accepted as sufficient for his farm. Subsequently, however, 72 acres of Mr. Bowen's farm (the east 1-2 of the west 1-2 of lot 35) was sold two or three times; and it happened that the purchaser rented the 50 acres of it lying north of the railway to owners of adjoining land already provided with crossings; so no separate crossing for these 72 acres was necessary until it was purchased by Mr. Riddell to be worked as a separate farm; and the only peculiarity about it is that it is the result of a division of a larger farm which was originally provided with a crossing.

The practice of the Board regarding farm crossings required because of the division of larger farms into smaller ones, has not been uniform. Sometimes such a crossing has been made at the expense of the applicant farmer; sometimes the cost has been divided between the farmer and the railway company; and not unfrequently, especially in Eastern Ontario and the province of Quebec, the entire cost has been imposed upon the railway company—the facts and circumstances, especially the size of the farms resulting from the division being considered in each case.

The standerd farm in central and western Ontario is 100 acres; the farms in portions of eastern Ontario and in the province of Quebec are often much smaller; so if a 300-acre or a 200-acre farm, each served by only one farm crossing, is divided into 100-acre farms to be occupied and worked separately, it seems that, under section 252, the railway company should, at its own expense, provide a crossing for each of the resultant farms. There must, of course be a limit to the installation of farm crossings resulting from the division of farm land; and I think that, generally speaking, the only plot of land which is entitled to a farm crosing at the expense of a railway company, is one which is occupied and worked separately as a farm for the support of a man and his family, whatever it may be.

In size, Mr. Riddell's farm is between the standard of Quebec and that of central and Western Ontario; so it would appear that he is entitled to a separate crossing, wholly on his own land; but he has consented to accept a crossing on the line between him and his neighbour, Mr. Dicks.

Therefore, my opinion is that the Grand Trunk Railway Company should be directed to construct, not later than April 20, 1912, a joint crossing on the line between the farms of Mr. Riddell and Mr. Dicks, as shown on plan "A" prepared by the Chief Engineer of the Board,—using, as far as it may think proper, the material in the crossing on Mr. Dick's farm, a few feet east of the dividing line between him and Mr. Riddell.

Assistant Chief Commissioner Scott concurred.

Application of the Canadian Pacific Railway Company, Georgian Bay and Seaboard Railway, for authority to divert Highway between Concessions 7 and 8, Township of Eldon, Ont., and to construct across said diversion at mileage 56.4 by means of an overhead bridge, and to close up original road allowance.

By its Order No. 14379, dated July 22, 1911, the Board authorized the diversion of the road allowance between Concessions 7 and 8, in the Township of Eldon, along the westerly side of its railway, in Lots 7 and 8 of the said Township, and the construction of the railway across the new road, by means of an undercrossing, as shown in red on the plan marked "A," filed. By later application the company asked for permission to close up a portion of the said road allowance which would be replaced by the proposed diversion, the said diversion being shown in yellow on a later plan; the approval of the proposed diversion and the closing of the street incidentally involved the rescinding of Order No. 14379.

Judgment of the Board, delivered by Chief Commissioner Mabee at the hearing, December 15, 1911.

Let an Order go cancelling Order 14379, dated the 22nd day of July, 1911, and approving the road diversion shown upon the plan coloured in yellow. This plan will have to be filed.

The township undertakes to pass a by-law closing up the road allowance from the easterly or southerly side of the railway company's right-of-way northerly where the easterly yellow line joins the easterly side of the old road allowance, and convey that property to the railway company.

The railway company to compensate John McArthur for any injury done his property (being the west half of Lot 7) by reason of the closing of the highway. In the event of not being able to agree upon the amount, the damages will be fixed by arbitration under the Railway Act, not under the Municipal Act.

The owners of the southwest and northwest quarters of Lot 8, and the owner of the west half of Lot 9, to have access by means of farm crossings to the road as diverted, unless they release, or have released, such right to the railway company.

Application of S. Plunkett, Woodbridge, Ontario, for an Order directing the Canadian Pacific Railway to provide subway crossing on his farm, Lot 4, Concession 7, Vaughan Township.

Judgment of the Board, delivered by the Chief Commissioner at the hearing, December 16, 1911.

Judgment, Chief Commissioner Mabee.

This complaint is of a two-fold character. First, the alleged dangerous feature of the crossing, and secondly, the grade.

When the Railway Company was changing its track, Plunkett knew they intended to elevate it, he also made an arrangement that they should give him as good a grade on the new crossing as he had had on the old crossing, and that the gates should be changed. He located that crossing. He knew they were changing their right-of-way. We cannot, in view of that contract and his full knowledge of it, vary it; and he will have to be content with the location crossing he agreed to take. It is quite apparent, I think, from the evidence that has been given, that this crossing was not made in a proper and convenient position for this man to use. The Railway Company has elevated this track for its own convenience, and they have left this man with a grade up over their right-of-way of 12 per cent or more. This is unreasonable.

An Order may go requiring the Railway Company, on or before the 1st of May of next year, to carry out their part of the agreement, and give this man as good a grade over this new crossing as he had before they made the elevation.

In the event of there being any dissatisfaction on the part of Plunkett after this work is done, if he will advise the Board, we will send an engineer and have it inspected, and see whether it is made proper or not.

City of St. Thomas v. Grand Trunk Railway Co.

(File 18804).

The facts are fully set forth in the judgment.

Judgment, Chief Commissioner Mabee, December 20, 1911.

This case was heard at St. Thomas on December 13. The city is asking for leave to carry Inkerman street across the lands of the Grand Trunk Railway Company. The facts are a little out of the ordinary. Inkerman street is not opened up to the right-of-way of the company on the south side; a block of land owned by the railway company, purchased, it was said, for the purpose of building a round-house, lies between the northern terminus of Inkerman, on that side, and the right-of-way. Under section 237, the Board is authorized to give leave to construct a highway across 'any railway.' The word 'railway' is defined by section 2, sub-section 21, as including 'sidings, stations, depots, wharfs, property, real or personal, and 'works connected therewith.' There is, therefore, power to authorize the construction of a highway through any land a railway company might acquire for use in connection with its undertaking; and the Board probably has jurisdiction to compel the company to abandon this property for round houses purposes, and permit the city to extend this street through it. Upon looking over the ground, there certainly does seem to be some necessity for opening the street. Some considerable number of residents would be convenienced; but, on the other hand, the crossing would extend over three tracks, and would be a very dangerous one. It would almost at once require protection, and I hesitate to impose this danger upon the public and the company. If at some future time, the necessity for this street extension increases, it may be reconsidered; but, in the meantime, I think the request of the city should be refused.

Judgment, Mr. Commissioner McLean, December 30, 1911.

I question whether the whole scope of the definition of 'railway' as it appears in sub-section 21 of section 2 of the Railway Act must in every case be read into the word 'railway' as it may appear from time to time in various sections of the Railway Act. The definition is an inclusive one, and which phase of it is applicable depends upon the context. It seems to me that the context of section 237 shows that there 'railway' is concerned with the 'railway which the company has authority to construct or operate,' which would include therewith the full width of the right-of-way, and not with the 'property real or personal and works connected therewith.' The question of jurisdiction need not, however, be pursued further, as I concur in the disposition recommended, the governing consideration being public safety.

Re Canadian Pacific Railway Company and the Township of Eldon—Road Diversion.

Judgment, Mr. Commissioner Mills, February 2, 1912.

In this case, there was a dispute between the Township of Eldon and the Canadian Pacific Railway Company about the direction of a road diversion to be made at a highway crossing—the township maintaining that, according to a promise, understanding, or agreement between it and the railway company, the said diversion should follow certain lines marked yellow on the plan submitted, and the railway company claiming that it should follow the yellow lines for a specified distance and then diverge gradually as per dotted red lines between points 'A' and 'B.' This part of the case was not discussed or considered at the hearing, because a representative of the railway company stated, at the outset, that the said company had finally agreed with the said township to make the diversion as shown in yellow on the plan referred to.

The judgment delivered by the Chief Commissioner at the close of the hearing, was in accordance with the statement of the company and the understanding between the parties; but when he came to dictate the terms of the order, a closer examination of the plan convinced him that it would not be fair or reasonable to require the com-

pany to construct the diversion as per the yellow lines throughout. Hence the Order, as finally drawn, is not in accordance with the understanding between the parties or the judgment of the Chief Commissioner.

I say nothing about the merits of this part of the case, nothing about the reasonableness or unreasonableness of the contention on one side or the other, and nothing about the justice or injustice of the final decision in the matter. I simply hold that it is unwise and not in accord wtih judicial practice to issue an Order variance with an agreement and contrary to the judgment of the Court, without due notice to the parties directly interested in the case.

Assistant Chief Commissioner Scott concurred.

Grand Trunk Railway Crossing known as Stave Bank and Centre Road near Port Credit, Ontario.

This matter was set down for hearing to consider the question of the protection to be afforded at these crossings. The municipality urged the construction of two subways.

Judgment of the Board, delivered at the hearing by the Chief Commissioner.

Judgment, Chief Commissioner Mabee, February 8, 1912.

We cannot make any Order in this matter. We will leave the situation just as it is. There is no use of our trying to arrange for the construction of subways and the elimination of grade crossings, unless the municipalities will join us and help. It is utterly unreasonable to have two subways built in Port Credit. There are other places that require them a great deal more, where the traffic is heavier. We cannot disturb this situation, and the protection that is now there will continue, unless the municipality will try to make some arrangement whereby some street diversion can be made and one subway constructed. If that is not done, they will just have to be protected as they are now by a watchman.

Mr. ELLIOTT.—Will the Stave bank protection continue?

Hon. Mr. MABEE.—Yes.

Mr. FOSTER.—The watchman was put on temporarily.

Hon. Mr. MABEE.—Yes, that watchman will have to continue, unless you want to slow down as the statute requires.

Mr. BIGGAR.—We pay, at present, the wages of the watchmen at both crossings. It seems to me it is a case where the municipality should contribute. We have offered to pay any reasonable proportion. The county, I understand, pay part, 20 per cent of the one.

Hon. Mr. MABEE.—As to the other, they will have to pay the same.

Mr. BECK.—The county has nothing to do with the Stave bank road crossing. It is not a county road.

Hon. Mr. MABEE.—People come in from the county.

Mr. BECK.—Hurontario street is part of the County road system, and we, as a county, pay on account of it being a county road. This is a township road.

Hon. Mr. MABEE.—I see. Then it will have to be the township. The township will pay 20 per cent of the Stave bank watchman. A day watchman is enough in the meantime. If you think that is not enough, show us the traffic, and we will increase the protection.

Village of Bridgeburg vs. Grand Trunk and Michigan Central Railroad Companies.

The facts are set forth in the judgment.

Judgment, Chief Commissioner Mabee, February 29, 1912.

The corporation of the village of Bridgeburg asks for authority to carry a street over the right-of-way and tracks of the Grand Trunk and Michigan Central Railways, by means of an overhead bridge. The work is one of necessity, as the public are put to great inconvenience under present conditions; and the development of the place is being retarded.

The Board visited the locality and carefully examined the local conditions.

The village should be granted permission to do the work, and detail plans must be filed for the approval of the Chief Engineer.

It is impossible to direct either railway company to contribute towards the expense of the work. It is entirely for the convenience of the people there. No highway at present exists at or near the point in question, and all the Board can do is to give the village an easement over the right-of-way of both companies, with the right to locate piers at proper places, without payment of compensation.

It was said that this work would be of advantage to the companies, in that, for years, large numbers of persons have crossed and recrossed the companies' lands on foot, in the vicinity of where the bridge would be located, and the latter would relieve the companies from these trespassers I am afraid it would be a rather hard doctrine to invoke, that, because the companies have not in the past prosecuted trespassers, they should now be called upon to pay for works to keep these trespassers off their property.

The Board's engineer will see that the piers are so located that the least inconvenience will be done to the companies, having regard, as well, to future development.

Mr. Commissioner Mills concurred.

Complaint was made by landowners affected by the diversion of this Saskatchewan trail, North Edmonton, and a hearing of this further application was had at Edmonton.

[1] Judgment, Chief Commissioner Mabee, delivered at the hearing March 18, 1912.

This death-bed repentance never appeals to me very strongly.

The first communication that came to the Board in this matter was one of November 21, 1908, from Turnbull Allan, Chairman of Local Improvement District 27, s. 4. He pointed out that that district desired to bring to the Board's attention the following facts:—

"The Grand Trunk Pacific Railway crosses the highway between Edmonton and Fort Saskatchewan on the N.E. quarter 15, 53, 24, W. 4. The highway runs north east and south west; the railway runs nearly due east and west. The dump at the crossing of the highway is about 21 feet in height. The evident intention of the railway is to provide a subway.

"As the dump stands at present it would appear to be the intention of the railway to make the subway not more than 16 feet wide, and crossing the dump at right angles. The width of the highway is 66 feet.

"The council is of opinion that the subway should not be less than 33 feet in width, and that the walls of the subway should be in line with the highway, and not as apparently proposed, at right angles to the dump.

"If the apparent intention is carried out, there will be two sharp turns on the road at the entrance, and leaving the subway, which with the narrowness of the subway, will make the place most dangerous to teams.

"The council have given notice to the railway company of their objection to the plan of the proposed subway, and ask the order of your Board to compel the company to conform to the recommendation herein made."

SESSIONAL PAPER No. 20c

Re Fort Saskatchewan Trail and G. T. P. R.

The Local Improvement District 27 S. 4 of the province of Alberta applied for an Order directing the G.T.P.R. to carry out the terms of a previous order of the Board with respect to the crossing of the Grand Trunk Pacific Railway over the Fort Saskatchewan trail.

An Order, in pursuance of the application, issued authorizing the railway company to expropriate certain lands in the city of Edmonton, to enable it to carry out the terms of the Order, and directing the company to complete all work necessary for the crossing, and to the satisfaction of an Engineer of the Board, on or before the first day of July, 1911. The time for the completion of this work was, upon application of the railway company, extended until the first of August, 1911.

Judgment, Chief Commissioner Mabee, November 17, 1911.

When the Order to expropriate was granted at Edmonton on September 19, 1910, covering lots 36, 37, 38 and 45, Dwyer sub-division, the first three of which belong to Charles M. Keilly, I was under the impression that they were required for the purpose of diverting the trail, not for use for railway purposes. It seems this is not the fact. I thought, also, the Order would be in ease of the owners, as, instead of leaving portions not necessary for the new road upon their hands, the company would be compelled to pay for the whole. However, as the property is not required for road diversion purposes, the company should not have leave to take the land without the owner's consent. Again, this Order was made over a year ago, and the company has not commenced any expropriation proceedings, but, I suppose, has been simply letting the Order hang over the man's head. Either of above grounds is sufficient reason to rescind paragraph one of the Order No. 11812, of September 19, 1910, and I think an Order should issue rescinding said paragraph.

Mr. Commissioner Mills agreed.

Now at that time the railway was under construction and the earth, according to this statement, had been dumped in on the highway so that it left an open crossing in the highway of only 21 feet, wiping out the right of the public to use the balance of the highway up to the 66 feet.

That letter was served upon the railway company or their agents and the matter was set down here for hearing in Edmonton on Friday, February 19, 1909, and was heard here on that date.

It was referred to one of the Board's engineers to inspect the ground and make his report.

The engineer's report was dated March 15, reciting that he had inspected this place on February 19, and the operative portion of his report was based upon two or three facts, one of which was that the Fort Saskatchewan trail was crossed at that angle which would make the view bad for travelling on the highway. That, I presume, is, of course, provided the subway walls were placed at right angles to the railway and not parallel to the highway. The second fact is that Norton street is to be used in the near future by an electric street railway. That was three years ago day before yesterday.

He says, "I am of the opinion that the Grand Trunk Pacific Railway should be asked to divert the Fort Saskatchewan trail to Norton street as shown on plan and construct a permanent overhead bridge over Norton street fully 66 feet wide, with the required clearance of 22½ feet; and that the railway company should also be asked to fill in the dip between the Grand Trunk Pacific and the Canadian Northern Railway tracks on Norton street. By using the route via Norton street and the diversion, it would make the distance to travel only about 430 feet further than via the direct route along the Fort Saskatchewan trail."

Then he deals also with the question of injury to land along the Fort Saskatchewan trail north of the track owing to that trail being closed up.

The plan referred to by the engineer is a plan showing both a subway on the trail, a fifty foot girder at right angles to the railway track and an alternative diversion of sixty feet in width, estimated cost of grading and bridge $3,000.

My recollection of what took place at the hearing in February of 1909 (unfortunately we have not the volume of evidence here) was that this diversion was to be carried down to the point where the water-opening was there, and that there was to be a bridge from the end of the road elevation over to Norton street, the engineer having estimated the cost of the grading and of that bridge to be $3,000.

If my recollection is accurate there were opinions expressed here by those who were opposing that diversion that it was an impossibility to construct a satisfactory roadway there, that a bridge could not be properly constructed. They told us about the flow of the water and so on in flood time that people had been coming down there. At any rate that was the situation at the hearing, followed up as I have indicated by the report of the engineer of the 15th March.

The next matter of importance that appears on the file is a letter written by me to the general solicitor of the railway company, dated the 26th day of July, 1909. There had been a lot of correspondence and many complaints sent in about this trail being in the same condition and this dump obstructing traffic, and so on. A number of affidavits had been sent in by some of the interested parties.

On the 26th July as I say, I wrote to the solicitor of the railway company, pointing out that he had made an application on behalf of the Grand Trunk Pacific for leave to divert the Saskatchewan trail. "The Board intimated that if it were closed and diverted, the property owners should be compensated. We were afterwards advised that no attempt had been made to compensate the owners, but that the railway company had proposed to erect a line of railway over the highway without leave having been obtained therefor.

"At the time your application to divert the Saskatchewan road came up at Edmonton, there was also a complaint, as you will remember, about the embankment then existing at the highway crossing.

"We have had several telegrams and formal complaints about the wooden structure that has been erected. The opening is said to be only 15 feet; it is at right angles with the railway, and not parallel with the travelled portion of the highway. We have been furnished with photographs showing the awkward position in which this structure leaves the highway traveller. It cannot be permitted to remain, and the Grand Trunk Pacific need expect no approval of this work. On the other hand, we are of the opinion that the obstruction should at once be removed, and if the Saskatchewan road is not to be closed up and diverted, a permanent work should be put upon the ground and of a kind to be approved by one of the Board's engineers, having regard to the public convenience, as well as that of the railway company.

"We have received a lengthy communication from Messrs. Griesbach and O'Connor, of Edmonton, and in replying to it I have enclosed them a copy of this letter.

"Will you be good enough to take this matter up at once with your company and advise us if it is necessary for us to interfere further."

Then there was a postscript to that letter as follows:—

"Since dictating the foregoing, I have noticed your letter of the 20th July. Of course it is no answer to the complaint in connection with this matter, and if you so regard it, I would be pleased if you would refer me to the portion of the Railway Act under which you contend that a railway can construct its line over a highway and leave whatever opening and at whatever angle its chief engineer chooses. My understanding of the Railway Act is quite different."

The letter of the 20th July referred to in that postscript is to this effect: "I beg to say that our chief engineer advises that he was allowed 20 feet clear opening under our track which is maintained in good shape, and he is fixing up and improving the approaches to the opening so that there can be no reasonable exception taken to the condition of the roadway on the Fort Saskatchewan trail at this point."

The next important step in this long drawn out matter was the hearing at Edmonton on the 23rd August, 1909. The parties appeared here, evidence was given, the matter was deferred for further consideration, and on the 29th October the Order was made which has given rise to all the trouble.

That Order provided that the Railway Company should construct, before the 1st of July, 1910, a subway 66 feet wide and 14 feet high, with two spans, with a rest pier in the centre, the abutments to be constructed at right angles to the highway (that means of course parallel with the highway) to permit of the passage of the Fort Saskatchewan trail on its present grade under the tracks of the railway company, Detail plans of the said structure to be first approved by an engineer of the Board.

Then having before us the recommendation that had been made by the engineer many months before, an alternative was given to the railway company, instead of constructing that subway on the Saskatchewan trail, if they so desired, to close that portion of the trail crossed by the railway and divert the trail to Norton street on the southern side of the railway, that if it desired to do that it was hereby authorized to do so on condition that it first secures and files with the Board releases from the owners of all property facing on Fort Saskatchewan trail and lying between the right-of-way of its railway and the intersection of Fort Saskatchewan trail with Norton street on the north side of the said right-of-way, for all land damages which will be caused by the closing up and diverting of Fort Saskatchewan trail as herein provided

In passing it will be noted that that has never yet been done. Of course it was possibly, in one view, an onerous condition to impose upon the railway because they have no power to compel people to release. That feature of it, however, was taken care of later on upon an application by the railway company which will be referred to in a few moments.

The latter part of that option contained the provision that a plan and profile of that diversion was to be approved by an engineer of the Board.

Now the railway company were to do two things before they were at liberty to take advantage of that alternative. The first was to obtain releases from those land owners who were suffering damages by the closing up of that road, and the second was to file a plan and profile of that diversion for the approval of an engineer of the Board. Well, they did not do anything.

A lot of correspondence took place, complaints came in to the Board, and the matter was set down for further hearing at Edmonton on September 19, 1910, and it was heard here on that date. A lot of evidence was given. Many complaints were made about the impassability of this Saskatchewan trail, the obstruction still being left there in the highway illegally, and an order was made, dated September 19, dealing with both Norton street and this diversion—that is the Norton street crossing and this diversion.

The third clause of that order of September 19 was as follows:—

"That the said railway company shall complete all the necessary work to properly connect Norton street and Fort Saskatchewan trail in accordance with the standard regulations of the Board affecting highway crossings as amended May 4, 1910, and to the satisfaction of an engineer of the Board within one month from this date."

That called upon the railway company to complete by October 19 that diversion.

Up to that time they never had filed a plan and profile provided for the Order of October 29, 1909. Mind you, we are speaking now of nearly a year after the Order giving the alternative to construct this diversion; and it is stated by the engineer, of course he has not the dates when he began or when he finished (one would not expect that he would have), at any rate not here at the moment, but he thinks he commenced work some time during the fall, in October; he finished it at any rate during that year of 1910. He thinks he is quite safe in saying that the diversion was completed before the end of the year.

Well, the Board was never notified that the work had ever been commenced. The company was still in default in not filing its plan showing its grade and showing the nature of the work. The Board's engineer who had originally made the inspection expected there would be a bridge connecting the roadway with Norton street. Whether that was feasible or not I do not know. At any rate our engineers never had any opportunity to pass upon it. This roadway would be elevated. It was running alongside of the railway track, the elevation on the side away from the railway track might be so high, which would call for some sort of protection in the way of guard rails or the like. There was nothing upon the Board's file to show at what elevation that was. All these things were taken into the hands of the railway company without the Board's engineers having any opportunity to exercise their judgment upon the matter.

It is said then that this work was finished by the end of 1910.

The second Order I have just been referring to, of September 19, 1910, required them to finish the work to the satisfaction of the engineer of the Board. The Board was never notified that the railway company ever thought the work was finished. The railway company never gave the Board an opportunity to have one of its engineers inspect the work and see whether and say whether it was completed to his satisfaction or not.

Then another letter, which perhaps it may be well to refer to, is dated November 7, 1910. That deals with a letter written by the solicitors of the railway company to the Board, dated November 2, and it refers to an application for an extension of time to comply with clause 3 that I have just referred to, so that it would seem, apparently, that on November 2 the work had not been finished.

The letter of November 7, in reply to the letter of November 2, dealing with the application for extension of time, among other matters covers the following:—

"We had complaints as far back as November, 1908, Mr. Drury reported on the matter in March of 1909. At that time he reported that your company should be asked to divert Saskatchewan trail to Norton street. Your company was, about that time, furnished with a copy of that report. In the meantime, you had constructed your railway over the trail without authority. We had repeated letters from the various parties interested submitting photographs and other material, including several affidavits, and on July 26, 1909, I wrote you advising of my views of the position matters were then in. Your answer to me of August 2, contains a statement that for the purpose of avoiding undue delay in construction that it had been the practice of obtaining approval of highway crossings after the road had been constructed, relying upon previous approval of the location plans for the authority to cross highways. In answer to this statement I beg to say that this is not the practice of any other railway, and we have succeeded in getting all of the other railways to follow the law and make their applications for the approval of highway crossings before carrying their railway lines over highways.

"The matter came up before Mr. Scott and Mr. McLean at Edmonton, on October 29, 1909, when an Order was made of which you have a copy.

"We received complaints in July of 1910 from the solicitors, Messrs. Griesbach and O'Connor, also from Mr. Graham, secretary-treasurer of the village of North Edmonton—two complaints from the latter—and as you are aware the matter came up for hearing again at Edmonton on September 19. No attention, whatever, was apparently paid to the order then made, but your company simply left it to the applicants to follow the matter up, which they did in their letter of October 29, pointing out that the month expired on October 19, and that Mr. O'Connor had gone over the ground on the 23rd and found that your company had done absolutely nothing towards connecting the trail and Norton street.

"After our attention is brought to the fact that you are in default, no explanation whatever is made, except that you had found it practically impossible to get

labourers to do the necessary grading; that there was not sufficient material available in the immediate vicinity, and that it would be necessary to bring it in by train and put it in place by team.

"No statement of any kind is given as to why the matter was allowed to delay from September 19 until November 2; and I might say that it has been the practice of every other company—where orders have been made and it was the desire that the time should be extended—to make application to the Board in good time for such extensions. We have invariably endeavoured to be reasonable in these matters in the past, and it is not the custom of other companies to wait until they are in default and then when brought to task to make an application of this sort.

"It seems that your chief engineer, as well as your divisional engineer, were present on September 19, and knew at that time the company would be expected to have this work completed within a month.

"I am forced to say that I think this matter is quite in line with many other matters that your company has had with the Railway Board, and I think it is high time that some steps should be taken to find out whether the engineering department of the Grand Trunk Pacific is subject to the Railway Act, or whether it has a procedure unto itself uncontrolled by the law that other companies are supposed to be governed by.

"The point is not—as put by your chief engineer—that the completion of the work will be of little use until the trail is closed, but it is rather that since first complaint was made there has been a steady and studied resistance to any interference in connection with this matter. As already pointed out, your road is there illegally, and although, personally, I have done all I could to assist your company in every reasonable way, my efforts have been met with a desire from your engineering department to do as it saw fit irrespective of anybody else's views."

The balance of the letter deals with a communication from some of the solicitors.

That letter was answered on November 28. On November 28 no intimation to the Board that work had been started then, although it is possible that it may have been. The solicitor said he would take this matter up vigorously with both Mr. Kelliher and Mr. Brewer on my return, "and you need not trouble writing me further in reference to this matter. I will do everything possible under the circumstances. As you know we are in default under the order of which we spoke on Saturday. I cannot help this now, but will see that everything is done that is possible at the present time and will further see that no default occurs with respect to future orders."

Now then, after that we had petitions and letters innumerable almost. There are several petitions that were forwarded to the ex-Minister of the Interior and by him forwarded to our secretary, signed by large numbers of the residents. We have letters here from Mr. Clare, telegrams and letters from solicitors and all sorts of communications. On February 22, 1911, answering a letter from Mr. Francis Clare, secretary-treasurer of the United Farmers of Alberta—being, I think about the fourth or fifth letter from Mr. Clare, the history of the whole thing was given. He was complaining that the people who used this trail, and had no notice of its closing up, and the people living out in the country who came into the city, and the people who went from the city to the country by means of this trail, seemed to feel very keenly the position in which matters had been left. Among other things, it was pointed out to Mr. Clare that when the matter came up at Edmonton the railway people were told that before they would be allowed to divert the trail they must produce releases from all land owners, and so on, that there was very considerable delay in the company acquiring the necessary land, and so on, and that they had proceeded with the closing up of the work on Norton street, and then a number of the additional steps in the matter that I have briefly adverted to were dealt with, and then it goes on to say:—

"I only refer to the foregoing for the purpose of indicating that the question of closing up the trail was well known to all concerned from the commencement of the matter.

"At Edmonton, on October 29, 1909, an order was made in which the railway company was given the alternative of closing the Saskatchewan trail by the diversion of it to Norton street; and in this order provision was made for securing and filing releases from the land owners who might be injured. A copy of this order was furnished to the municipality of North Edmonton, and so far as the Board knows, that disposition of the matter was entirely satisfactory.

"The next order was dated the 19th September, 1910, in which the Railway Company was given leave to expropriate lots 36, 37, 38 and 45 and so on."

That is the matter that was referred to a little while ago.

The Railway Company being unable to obtain releases from certain of these land owners it seemed only reasonable to the Board that they should not be blocked in their undertaking by reason of those who might be stubborn or unreasonable, or who might honestly be holding their lands at a greater value than they were worth, so an Order was given the Railway Company for leave to expropriate these properties in order to carry out their work.

The letter goes on to say: "The company was also required to file a plan for carrying the railway over Norton street, and was also required to do all the work necessary to connect Norton street and Fort Saskatchwan trail, in accordance with the standard regulations of the Board and to the satisfaction of an engineer of the Board.

"So far as I know, there never has been any serious objection advanced to the diversion of the trail into Norton street, until the receipt of your letter. It would be entirely unreasonable and unjust, after the Railway Company has made all its plans and had expropriated the lots above referred to, to enable it to comply with what originally seems to have been a recommendation by one of the Board's engineers, to reverse all this and not divert the trail. The whole theory of the diversion was to close up the crossing of the railway over the trail. If that approach was to be left there, and the trail left open, there would be no diversion, and no need of doing all that has been done."

Now that was the view that we took in February of 1911. That is the view we would still take were it not for the continued persistent want of respect to public convenience that the Railway Company has displayed in connection with all of this matter. We find now that the roadway is more seriously obstructed on the Saskatchewan trail where the railway crosses than it was three or four years ago. When I was out there three or four years ago there was not that hump that has been referred to, after you get through, going away from the city, that now exists. It is positively dangerous as it exists and the only wonder to me when I passed it yesterday was that the people had not been upset and injured in trying to get along the highway which they had a right to use. That seemed to have been caused by part of the embankment sliding down on to the trail. At any rate the Railway Company has apparently paid no attention whatever to it, no regard whatever to the rights of the public who are travelling along there, and they leave them to get by as best they can; no doubt many people with loads and so on taking their lives in their hands getting over that difficult and dangerous place.

Then, the Norton street diversion is impassable. One might possibly walk over it as it now stands, but it is absolutely impossible to get any vehicle across from the Saskatchewan trail to Norton street now by this diversion that is said to have been finished a year ago.

It is explained that the embankment has slid down on to the work. Well this is the fault of the Railway Company. They have themselves to blame for it entirely. Perhaps if they had submitted their plans, as they were directed to do by this Order, to one of the Board's engineers, they would have been saved all that work. He would

probably have disapproved of it. In the result it seems to me he must have disapproved of it, from the fact of this embankment sliding down. It is perfectly apparent that the road was either constructed in an improper place or improperly constructed or something wrong about it, or the first winter that passed over it would not have made it so that it could not be used at all.

Now, we are not dealing with this matter in any way with reference to the claims of these land owners. We pay no attention to Kiely bringing this thing up because he has not been settled with. That is not an element in it. That is a mere individual matter. He should get his redress. We are dealing with this thing upon the basis of the public convenience, the thousands and thousands of people who have to use that crossing every year. It does not seem fair or reasonable that the thing should be permitted to remain in this position any longer, and if this Board can prevent it it will not remain in this position any longer. The railway company in the past has certainly had the best of us in connection with this matter, but if we are able we will see that they will not have the best of us very much longer.

Now the company has done nothing in connection with the matter in conformity with either the law or the permission that we have given them. They were there originally as trespassers. They are still there as trespassers. We gave them the right to close up the trail under certain conditions, none of which have they ever observed, and it seems to me that the only reasonable thing we can do now is to do what should have been done in the first place. If I had had the knowledge that I have got now of the whole situation I never would have consented to an Order going closing up this trail in the first place. It seems to me it would be about as reasonable, and perhaps more reasonable, to have closed up Norton street and diverted it into the trail than to close up the trail and divert it into Norton street. Doubtless one of the reasons, indeed it is referred to in the engineer's original report which actuated him in making the report which he did, was the representation that it was the desire of the city of Edmonton to run a street railway along Norton street. For that reason he would not be of course an assenting party to closing up Norton street, but as far as I am concerned, knowing the thing as I know it now, I would not have been a consenting party to closing up the Saskatchewan trail. Apparently the original intention of the railway company was not to close it up. We have plan after plan filed here by the company, and application after application made by the railway company, showing subways and overhead crossings upon both of these streets.

It seems to me the idea of the railway company in the first place was the right one, that subways should be constructed at both of these streets and that is what the railway company must provide now.

It is all very well to say they have wasted a lot of money in the construction of this diversion. Of course they have. This Board and the public that are affected are in no way responsible for that. The company has brought that all about themselves. And, while no one wishes to see railway companies, or for that matter private individuals, wasting money, if a railway company will voluntarily go ahead as this company has done, it can waste its money if it likes. That is all that can be said about that feature of it.

The better way will be to rescind the order of October 29 entirely.

A new order may go requiring the railway company to construct an overhead crossing on the Fort Saskatchewan road, spoken of as the Saskatchewan trail, of fifty feet in width, abutments to be parallel with the highway, or if it chooses it may make the opening 66 feet in width and put the abutments at right angles with the railway. It must file plans within thirty days (detail plans) covering that work, for the approval of the Board's engineer. And it must complete the work within ninety days after the approval of the plan by the Board's engineer.

In the event of the plan not being filed within the above specified time, or in the event of the work not being completed within ninety days from the approval of the

plan by the Board's chief engineer, the railway company shall be liable to a penalty of $100 a day for every day's default; and in conclusion let me say that if there is a penalty accruing either under the first head or under the second I will undertake to see it will be imposed and enforced, and that it will not be remitted.

Mr. Commissioner McLean concurred.

Order issued directing the railway company to construct an overhead crossing on the Fort Saskatchewan road, known as the Saskatchewan trail, and to complete the work within ninety days after approval of plans by Board's engineer, under a penalty of one hundred dollars a day for every day it was in default.

Application, Lachine, Jacques Cartier and Maisonneuve Railway, under Section 237, for authority to construct its railway across de Montigny, Logan, Lafontaine, Harbour, Ontario, Forsyth, Hochelaga, Sherbrooke, Frontenac, Rachel, Masson Streets, and Coté de la Visitation, Coté St. Michel, and Sault Aux Recollets Roads, Montreal.

Application, Lachine, Jacques Cartier, and Maisonneuve Railway, under Section 159 for approval of location from a point on St. Catharines Street, Montreal, extending Northwesterly a distance of 7·18 miles to connection with the Grand Trunk Railway near Jacques Cartier Junction; under Section 227, for authority to cross Canadian Pacific Railway at Iberville Street, Montreal; under Section 176, to expropriate Canadian Pacific Railway lands; under Section 227, to cross Canadian Pacific Railway by means of undercrossing at lots 346 and 347, in the Parish of St. Laurent, near Jacques Cartier Junction, Quebec.

Application, Lachine, Jacques Cartier, and Maisonneuve Railway, under Section 227, for authority to construct its railway across the tracks of the Montreal Street Railway at Ontario Street, Forsythe Street, Masson Street (not officially opened) Montreal.

The applications and judgment set forth the facts.

Judgment, Chief Commissioner Mabee, concurred in by Assistant Chief Commissioner Scott, delivered at the hearing, February 22, 1912.

We are going to deal with this in this way:—

These plans show some level crossings on unused streets, and they show some crossings on streets that cannot yet be found on the ground; they are also laid out on plans. The day may come when those streets will have to be taken care of. In the meantime, we intend to take care of all of the streets that present traffic requires being cared for.

All of the street crossings shown on the plans and not otherwise hereafter dealt with, and that appear as level crossings, may be approved, and the following streets will be taken care of in this way, and such crossings will be approved.

There is to be an overhead crossing at St. Denis, Sault aux Recollets, and Bagg Avenue. The openings on these streets will be the full width, and the abutments will be parallel to the streets.

Coté St. Michel will pass under the railway by means of a subway the full width of the street, and the abutments will also be parallel.

Iberville, De Fleurmont, and Coté de la Visitation are all to be carried overhead.

The detail plans for these overhead bridges must be filed by the railway company for approval by the Board's Engineer.

There is to be a subway at Masson street fifty feet wide.

Harbour street may be diverted as shown on that plan which was before the Board, joining Ontario between Elm and .....I have forgotten the other street—as shown on the plan.

Then Hochelaga, Forsyth, and Ontario are to be taken care of by overhead bridges. These overhead bridge plans must be filed for approval by our Engineer.

Rachel and Elm crossings are to be taken care of in the following manner:—

If the City of Montreal notifies, (in writing) the Railway Company, at any time after the expiration of three years from the time this railway is open for traffic, that it requires overhead bridges to be constructed at these streets, then the railway company must file detail plans with the Board for the approval of the Board's Engineer, and it must commence work within three months after the approval of those plans.

We do not say anything about the question of damages as mentioned in Mr. Butler's draft Order, because it does not seem to us that that is anything we have to deal with. If any one suffers any injury the railway company will be liable without interference by us.

Application, J. M. Morin, K.C., St. Paul L'Hermite, Quebec, for an Order to compel the Canadian Northern Quebec Railway Company to macadamise or keep in good repair the highways and abutments of bridge between Bout de L'Isle and Charlemagne, Quebec.

This application was first heard at a sitting of the Board held at Montreal on the 27th day of November, 1911, and consideration deferred to enable the applicants to apply to the Minister of Railways for relief. The Minister referred the matter to the Board to deal with, and a further hearing was had at Montreal on the 22nd day of February, 1912.

Judgment, Chief Commissioner Mabee, concurred in by Assistant Chief Commissioner Scott, delivered at the hearing.

First, it is clear, apart from the subsidy contract, that this Board would not have any jurisdiction to deal with the condition of this highway between these two bridges.

Then the applicants are compelled to rely for relief upon the subsidy contract. That contract provides that the Minister of Railways, and his successors in office, shall be the sole judge if any dispute arises. The dispute here falls within that section.

When the matter was heard before the Board at the sittings in Montreal in November of last year, it was taken for granted by all, that, if the Minister of Railways, under section 28, referred this mattetr back to us, we would have authority to deal with it.

The point raised now by Mr. Lafleur is raised for the first time, and we think it clear that, apart from the subsidy contract, the Board having no jurisdiction, we have no jurisdiction to deal with it upon a reference back by the Minister, because it is not a matter that we could, upon our own initiative or complaint, hear and determine under the provisions of the statute.

I do not know that it would do any good to express an opinion on the merits, but I formed a very strong opinion on the merits before, and my brother Commissioner is of the same opinion; but inasmuch as the merits are not before us, it is not worth while adverting to them at all.

The Town of Dorval applied for an Order directing the Grand Trunk Railway Company to provide an early morning train daily from Dorval to Montreal, and an additional train during summer season on Sundays to arrive in Montreal for ten o'clock.

At the close of the hearing, at which the applicants, the Grand Trunk Railway Company, and the City of Lachine were represented by counsel, the Chief Commissioner delivered the judgment of the Board.

Judgment, Chief Commissioner Mabee, February 22, 1912.

We cannot interfere in this matter. At best, according to Mr. Decary's statement, there would be sixteen people on the morning train, if it extended to Dorval. The 55-trip ticket fare is seven cents, seven times sixteen is $1.12, so $1.12 would be the most the railway would probably earn by the extension of this train. So much for the pecuniary feature of it.

There is another more serious objection. It is not suggested that there should be any additional train put on; the only request is that this train should be extended to Dorval. It is timed now to suit the convenience of all those travelling on it during the winter time. If that time is changed, it will, no doubt, put a great many more people to inconvenience than we would be conveniencing by sending the train on to Dorval, even if there were enough traffic to justify it.

Application of the Grand Trunk Railway Company for approval of the plans of the Toronto grade separation, part 1.

Humber River bridge (east abutment, west abutment, and concrete pier.)
Heard at Toronto, April 25, 1911.
Judgment, Chief Commissioner Mabee.

What we have decided to do with this matter is this: The sections of the Railway Act dealing with bridges over navigable rivers are in a somewhat confused condition. Section 232 provides that, "Whenever the railway is carried over any navigable water, the Board may, by order in any case or by regulation direct that such bridge shall be constructed with such span or spans of such headway and waterway, and with such opening span or spans, if any, as the Board may deem expedient for the proper protection of navigation."

It would seem that under that section the duty is imposed upon the Board where a railway crosses navigable water to ascertain the necessities of navigation at the point in question, and make provision for both headway and waterway, and span or spans that the bridge should provide for. If the matter ended there, there would be no difficulty, but that section is followed by sub-section (*a*) of section 233, which provides that "in case of navigable water, not a canal"—which this river is—"the company shall submit to the Minister of Public Works for approval by the Governor-in-Council, a plan and description of the proposed site for such work."

Now, if that were all, the Minister would report to Council, and Council would approve of the site where the bridge was to be constructed, but the sub-section continues that along with that plan and description of the proposed site the company shall submit a general plan of the work to be constructed to the satisfaction of the Minister.

Whether Parliament intended that there should be jurisdiction in the Department of Public Works and also in the Board to make provision for the protection of navigation—concurrent jurisdiction—I do not know. After the plan is approved by the Minister, the company applies to the Board, and the Board upon such application may make such order in regard to the construction of such work upon such terms and conditions as it may deem expedient, and it may make alterations in the detail plans so submitted. Whether it is intended that after the matter is fought out before the Minister, and he reports to Council, and Council approves, the company is to come back to the Board, and the Board is to sit in judgment upon what has been done and make alterations in the plan of the character suggested here, I do not know

It seems to me that the better view to take of this whole situation is this: It is quite clear that protection of navigation is properly placed under the control of the Minister of Public Works where the navigable water is not a canal. In this case the company went to the proper authority for the purpose of getting approval of its proposed site, and it submitted its plan, and those who were opposed to the bridge being constructed upon that plan, appeared before the Minister, and the matter was fully ventilated before him. He made a considered report to Council and Council acted upon it.

Now, it does not seem to us to be proper that we should attempt to sit in judgment upon what has been done. The parties selected the forum before which they should present their contest, and it should be binding upon them. It is, however, in this case pointed out that there has been, it is contended, some error as to the facts. How that may be, we do not know. We think the better course to pursue is this: We will delay for ten days our approval of this work, in order to give those who are opposing the plans an opportunity to apply again to the Minister for a rehearing, if in his judgment he sees fit to open it up. If, on the other hand, the Minister is of the opinion that the matter is well disposed of, or if, on the other hand, the opponents to the work are unable to get the matter disposed of within ten days, unless the Minister intimates to the Board that the matter is being considered and he is unable to get it disposed of within that time, then an order will go granting approval of the work as it is.

It is not necessary, under the circumstances, and perhaps it would not be proper for the Board to give any indication as to what its own views might be with reference to the location of this pier in the river, or as to what the Board might have done if the matter could come before it fresh without having already been disposed of by the proper authorities.

Application of the City of Toronto for an Order varying Order No. 10169, so far as it applies to the Sunnyside crossing and Keele street, by providing for the extension of Queen street to Keele street along the northerly side of the railway, and for a subway at Keele street.

Oral judgment, delivered by Chief Commissioner Mabee, at the conclusion of the hearing at Toronto, May 23, 1911.

We have had a good many opportunities of looking into this matter before to-day, and we have also had the privilege of hearing a very interesting and instructive discussion regarding the merits of these various propositions, so that, perhaps, we are as well informed now as we ever will be and it may as well be disposed of at once.

On December 8, 1909, an Order was made by the Board in connection with this improvement work along the waterfront in the western end of the city on the line of the Grand Trunk Railway, and among other matters covered by that Order was the level crossing—probably one of the most dangerous in all Canada—that has existed for many years at Sunnyside. The provision that was made in that Order with respect to the elimination of the grade crossing there was, "That the subway at Queen street, in the city of Toronto, commonly known as Sunnyside crossing, shall be of a width of sixty-six feet, and the said plan shall be and is hereby declared to be amended accordingly."

The plan which was before the Board at that time showed a subway somewhat narrower than sixty-six feet, so that as the Order stood, up to the time of the application made by the city, the crossing at Sunnyside was to be taken care of by a subway constructed as shown upon the plan, except that it was to be sixty-six feet wide. That subway was to follow, if I remember rightly, the present line of the street and was not to be at right angles.

The city comes now making an application to vary that clause in the order providing for the extension of Queen street to Keele along the northerly side of the railway, and for a subway at Keele street eighty feet in width.

The Grand Trunk Railway Company remains neutral in the matter, except that it takes the position that whatever amendment is now made to the order the cost should not bear more heavily upon the railway than the apportionment made in the original order. In other words, the position that the railway takes, as I understand it, is that as may be directed, it will enlarge the subway at Keele street, or it will

take care of the crossing by means of an overhead bridge at the foot of Queen street, whichever course may be thought in the public interest, upon the understanding that it shall be put to no greater expense than if it constructed a subway at Sunnyside, as provided by the Order referred to.

Now, this, of course, is a matter with respect to which one would expect a wide difference of personal opinion. It is a matter that people may approach with an open mind, and arrive at quite different results as to which is the better plan for solving the difficulty that now exists, not only with a view to the present but also, as far as possible, with an eye to the future. So that it is perfectly natural that in the city council, in the board of control, among the ratepayers in that locality, among the merchants along Queen street, one finds individual opinion differing largely. There are merits in the various proposals, and there are drawbacks in all of them. With this divergent public opinion and with the merits and demerits with respect to the various propositions, the Board has to struggle as best it may, keeping in its mind, as steadily as it can, that this work must provide the greatest amount of public convenience that the Board can anticipate. It is not a question affecting individual interests. It is not a question, so far as we regard it, affecting the land-owners along the waterfront, or the land-owners in the immediate vicinity of this crossing upon the north side, referred to as High Park ratepayers, nor as affecting the merchants along Queen street; but it is a question that must be approached solely from the public point of view, and looked upon in as wide and broad a manner as possible, eliminating questions of local interest almost entirely.

The city, in applying to vary the Order, puts the principal portion of its request upon the ground and bases its principal argument upon the fact that a deviation of the Lake Shore road approaching the city from the west, northerly through this Keele street subway and continuing it along the north side of the new Grand Trunk embankment to the junction with Queen street, will provide a much better and more convenient access to High Park from the east, by the citizens of Toronto, than by conducting them either through a subway upon the line of Sunnyside crossing as it at present stands, or over a high level bridge along the south side of the embankment and through a subway into the Park.

Now, with that argument one must be impressed. If this work is to be regarded solely as a means of providing a more convenient access to High Park by the citizens, from that portion of the city, there is no doubt that the more convenient ingress to the park would be by the route proposed by the city.

On the other hand, if the matter is to be regarded as an approach to the Western entrance of the city, from all of that section of territory along the Lake shore tributary to the city, either for vehicles or foot passengers, then it is quite apparent that the more convenient mode of reaching the junction of King and Queen streets would be by extending the Lake Shore road to the point where it would approach the south end of the proposed bridge, and by that means over the tracks of the railway, rather than through the Keele street subway, and thence along the northerly location as suggested.

The question of cost has been referred to. In works of this character, it, of course, is one that must not be lost sight of. On the other hand, it would probably be an ill-advised course to adopt a less expensive mode, if for a reasonable additional expenditure a more convenient mode of crossing could be obtained.

Now, our own engineer has furnished us with figures of what he estimates the cost of these various proposals to be.

The overhead bridge is estimated to cost $175,000.

The land damage connected with that mode of crossing is fixed at $242,000, making a total cost in connection with the overhead bridge and the land damage incidental thereto of $417,000.

The estimated cost of the proposal made by the city to extend Queen street to Keele street is: Cost of work, $121,000; incidental land damage, $350,000; making a total of $471,000.

The cost of the Sunnyside subway as provided for in the Order as it now stands is: The subway, $145,000; land damages, $290,000. Total, $435,000.

Now, of course, these are estimates only. In the working out we know how frequently the ultimate cost varies so largely from the best estimates that one can get beforehand. But all we can do in the meantime is to deal with this matter in the light of the information we have, and let the completion of whatever route we decide upon take care of itself. Experience generally teaches that these works cost a good deal more than any one can foresee when he is making his estimate.

However, dealing with these figures as we have them, we find that an overhead bridge will destroy about $50,000 less property than the subway that we have already ordered, and about $110,000 or $115,000 less property than the proposition now advanced by the city. The cheaper work by nearly $30,000 as against the subway ordered, and by nearly $60,000 as against the proposition of the city, is that of the overhead bridge. So starting out we have the overhead bridge the more economical mode of taking care of this crossing, always having regard to what I have said with reference to estimates.

Then, with respect to convenience: It seems to us, taking public convenience as a whole, not limiting it to providing an additional access to High Park, but having regard not only to additional access to High Park, but also taking care of all the traffic that reaches that point from the west of the city, that the proposition to take care of this traffic by means of extending the Lake Shore road to the bridge, and thence over the tracks, instead of through a subway at Keele street; thence along the north side, is much to be preferred. There cannot be any doubt that the vehicular traffic in that locality now is a mere trifle to what it must be within the near future. One knows how the whole Lake shore all the way to Oakville is being built upon and how it will continue for many years to be built upon. One must foresee that the highways leading to the point we are considering, not only along the Lake shore, but from more northerly points, must be very greatly improved, all tending to congested vehicular traffic at this particular point. It seems to us that the bringing of that traffic to a subway and then carrying it northerly through this Keele street subway and along the north side of this track would in future years amount to practically a public nuisance. The only way, if this traffic is to develop, as surely it must, is to keep it along the Lake shore and carry it by this high level route over the lines of the railway, instead of carrying it under them, through this subway and thence along, this cut with a high embankment upon both sides, as proposed.

There is another feature of the matter that has not been referred to in the discussion this morning that must not be lost sight of. When this order was made originally the township of York and the township of Etobicoke were parties. The township of Etobicoke was ordered to pay $8,000 because it fed the Lake Shore road by means of one or two highways. That was based upon that traffic following the Lake Shore road and crossing upon the line of the Lake Shore road under the subway that was to be located upon that highway at Sunnyside.

The township of York was ordered to pay $15,000 because it contributed to the congestion of this road by means of the two avenues, Ellis and Windermere. These townships were ordered to pay these considerable sums because of the expected use that would be made by their people of the Lake Shore road along its entire course I do not think that the Board would have been justified in ordering those municipalities to make these contributions, if at that time it was proposed instead of keeping their traffic along the Lake Shore road, to divert it northerly at Keele street and carry it along and through a right-angled subway. I do not think it would have been fair

to have made any such assessment on them if their old county Lake Shore road was to be adandoned from Keele street to the east.

The conclusion that we arrive at is that the application of the city must be refused, and the original order of December 8 will be varied by making provision that the plans shall be amended by striking out the Sunnyside crossing as shown, and the Order of December 8, 1909, amended by striking out the second paragraph and inserting—subject to the clause being formally spoken to and settled—that the railway company shall file plans for a bridge at the point in question at or near the junction of Queen and King streets, if in the opinion of our engineer the plan already filed covering this bridge is not sufficient, showing the carrying of the Lake Shore road over the Grand Trunk tracks and right-of-way by means of this bridge and also showing the diversion and extension of the Lake Shore road from the present eastern terminus to a point at or near the southerly end of the bridge; and that the Lake Shore road shall be diverted pursuant to the Act of 1909, the amendment, chapter 32 of 8-9, Edward VII, to run along the southside of the railway track and right-of-way from the present eastern terminus to the south end of the bridge.

The question of the expense will be taken care of in the same manner that is provided in the original order. If the estimates are accurate this will work to some extent to the case of both the city and the railway company in connection with the ultimate cost of the work. Of course, that to some extent will reflect back upon the municipalities of York and Etobicoke, because to whatever extent this whole work is reduced in cost by adopting the bridge instead of the undercrossing, the townships will be entitled to be relieved of a proportionate part of the expense. Take for instance, the township of York, which was ordered to pay $15,000 out of the total estimated expenditure as shown at the time that order was made. It will be entitled to be relieved to the extent that its share of that expense would be reduced, based upon the payment of $15,000. And the same with reference to the township of Etobicoke.

These plans should be filed without delay in order that they may be considered by the representatives of the city and also by the Board's engineering department, so that the ultimate plan may be got into concrete shape and the work gone on with.

Something has been said with reference to the grades. There is an eastbound grade on the approach to the bridge of three per cent. There is an eastbound grade from the north mouth of the Keele street subway up to the Queen street level, of, it is said, two per cent. Some one has said that the grade along the south, along the Lake Shore road can be reduced to two per cent instead of three. Of course, every one per cent in matters of this kind, and every fraction of one per cent counts, but we think that the bridge plan here is so infinitely to be preferred to the suggestion advanced by the city that, even if the grade along the extended Lake Shore road to the south cannot be reduced, it should have the approval of the Board even at the one per cent increase, rather than along the north.

If there is any difficulty about embodying these general matters that have been referred to in the form of a concrete Order, it may be spoken to again by any of the parties interested.

Mr. DRAYTON.—I suppose there will be a corresponding charge against the other municipalities if the cost is greater?

Hon. Mr. MABEE.—Oh, quite so.

Mr. DRAYTON.—I am instructed that it is going to be a great deal greater.

Hon. Mr. MABEE.—Then they will have to take the lean with the fat.

Mr. KELLY (for the Grand Trunk Railway).—Mr. Chairman, I would like to ask for information with respect to the maintenance of that embankment running from the Lake Shore road to the overhead bridge. Will that maintenance devolve upon the railway company or upon the city?

Hon. Mr. MABEE.—It will become a city highway and have to be maintained just as the other city streets are.

Mr. KELLY.—Then the maintenance of the structure over it?

Hon. Mr. MABEE.—There is that feature that I had in mind. In the settlement of the Order that may be taken care of. The city will maintain this bridge in the same manner that it maintains or contributes towards the maintenance of the other bridges along through Parkdale. The provision of the Order with reference to city maintenance of the other bridges will apply to this, because it ceases to be a subway and becomes a bridge.

Mr. DRAYTON.—I should think it would be hardly fair that the city should be drawn into any special liability in connection with the maintenance of these ramps. It is all right for us to take charge of the paving and that sort of thing as we have to do and maintain that, that is part of our duty, but the burden of looking after those fills is going to be a pretty serious burden at first, it is going to be impossible at first to have any permanent pavement without great expense.

Hon. Mr. MABEE.—It would only be maintaining a street along the south side for 2,000 feet instead of maintainig a street along the north side for the same distance.

Mr. DRAYTON.—It makes all the difference in the world whether you are maintaining it on a fill or on original ground. On the north side the whole thing was cut and we would be at no expense at all for our base. Here the expense of the base is a constantly lessening factor, it is true, until we get to the final bill.

Hon. Mr. MABEE.—I should think when the street is once constructed it can be maintained for about the same cost on either side.

Mr. DRAYTON.—I am instructed to the contrary, that is, that you do have settlement of earth.

Hon. Mr. MABEE.—But after it is once permanently constructed there won't be any settlement.

Mr. DRAYTON.—It takes a long time for an earth bank to settle.

Hon. Mr. MABEE.—It will settle just as fast as the railway embankment beside it will settle. They are building a high bank along there and that has got to settle.

Mr. DRAYTON.—I just point out to the Board that there is that distinction between the maintenance of that and the roadway.

Hon. Mr. MABEE.—There may be some little difference, but I should not think very much.

CANADIAN NORTHERN RAILWAY COMPANY'S ENTRANCE TO NORTH TORONTO FROM THE EAST.

Judgment, Assistant Chief Commissioner Scott, November 8, 1911

This matter has been before us on several occasions; the last one being at the Toronto sittings on October 12 last.

The Canadian Northern have got control of a large area of land west of Yonge street, and adjoining the Canadian Pacific Railway property on the north side, which it desires to use for terminals. It has applied to the Board for approval of a plan showing the location of its line through Canadian Pacific Railway property, between Summerville avenue and Yonge street, and also taking some Canadian Pacific Railway property west of Yonge street. The Canadian Pacific Railway Company has strongly objected to the application and has urged that the Canadian Northern Railway Company should be forced to take a more northern location keeping away entirely from C.P.R. property.

I do not think it would be wise to have separate lines of railway across North Toronto. This would mean two subways on Yonge street, and the duplication of other objectionable features which are essential to the existence of railways.

If we then decide that the railways must be together, it seems to me that we should adopt whatever plan will do the least damage to the rights and property which the C.P.R. has enjoyed at North Toronto for many years, and which, at the same time, will enable the Canadian Northern to give the public a satisfactory service.

Instead of granting the Canadian Northern the right to take a strip of land through the Canadian Pacific Railway Company's property east of Yonge street on which to lay its tracks, I think the better plan would be to order the Canadian Pacific Railway Company to give the Canadian Northern Railway Company running rights over a sufficient number of the C.P.R. tracks east of Yonge street to Summerhill avenue, to enable the Canadian Northern to have proper access to its terminals west.

I suggested this idea to the Canadian Pacific Railway Company, at Toronto, and they have now filed a plan, dated October 18, showing two tracks over which the Canadian Northern might have running rights from point of connection with Canadian Northern tracks just west of Summerhill avenue to a point of connection on the west side of Yonge street with the Canadian Northern Railway Company's tracks leading into its own terminals. This plan would permit the Canadian Pacific Railway Company to continue to enjoy the use of its freight yard east of Yonge street and would require only one subway on Yonge street. The Canadian Pacific Railway Company's plan shows five tracks over Yonge street to take care of the traffic on the two railways. Our chief engineer, Mr. Mountain, thinks that there should be a sixth track over the subway to provide three tracks for the use of each Company at that point. The third track on which the Canadian Northern Railway Company should have running rights to join one of the two tracks shown on the plan a short distance east of Yonge street. Mr. Mountain has marked this track and a slight alteration to the subway on the plan.

I think the Board should now adopt the scheme shown on the plan as amended. The idea of one railway using the tracks of another is carried out in a number of instances in Canada, and I see no reason why it should not work out all right in this case. If, however, we find after a fair trial that the Canadian Northern Railway Company is unduly hampered, or in any way inconvenienced in the operation of its trains over these tracks, then we should grant it permission to take from the Canadian Pacific Railway Company sufficient land for its own tracks through Canadian Pacific Railway property.

It should be distinctly understood and provided for in the Order that all trains and engines of the Canadian Northern Railway Company should have priority over the trains and engines of the Canadian Pacific Railway Company, of any class, on the tracks in question.

If the Companies cannot agree on the compensation to be paid the Canadian Pacific Railway Company for the privilege which the Canadian Northern Railway Company is to enjoy, or if any matters arise in connection with the carrying out of this decision on which the parties cannot agree, the Board will determine them.

I think the Canadian Northern Railway Company's application to take Canadian Pacific Railway Company's and other lands between Yonge street and Avenue road, should be granted subject to such provisions as we may put in the Order requiring compensation to injured parties.

The Canadian Pacific Railway Company should put in new plans for a subway at Yonge street, and the Canadian Northern Railway should amend its location to be in harmony with the Board's decision in this matter.

Chief Commissioner Mabee concurred.

Application, City of Toronto, for an Order Directing the Canadian Pacific and Grand Trunk Railway Companies to carry York street and certain other streets in the City of Toronto, under the tracks of the Railway Companies; also for approval of plans in connection with the general scheme of the Toronto Viaduct.

Judgment of the Board delivered by Chief Commissioner Mabee at the hearing, February 10, 1912.

When this matter was before the Board in the first place we were unanimous that York street should be open. It was fully considered at the time, and I do not know that I have had any new light on the situation, nor have I heard any facts that were not presented to us in connection with the main contest against the construction of this viaduct. The Board unanimously came to the conclusion that York street should be open. We were fully seized of the situation. We had the contracts before us, the arrangements between the city and the railway companies, the result of those arrangements being the city gave up its title to the roadbed in York street, conveying it to the railway company, and taking the York street bridge in substitution of that access to the waterfront.

The necessary result of our Viaduct Order was that the York street bridge should be removed. It is true, in the settlement of the Order, it did not appear in so many words that York street should be opened and that there should be a subway there; but the reasons for judgment upon which the Order issued, provided that there should be a subway, and that York street should be reopened. Now, as I have said, that was fully considered and dealt with in that way.

At some later period, when it was I do not remember, some arrangement was arrived at by consent of the board of control and of the gentlemen connected with the board of trade, who were looking after this matter; Mr. Mountain, our engineer, being present at the interview when the arrangement was arrived at. The representatives of the city and the board of trade agreed to York street being closed.

The residents and people interested in the opening of York street now come back to us and ask us to carry into effect our original judgment, and relieve them from the awkward position that their representatives in the city council and in the board of control got them into.

My view as to York street has never been changed. I did not know, and I was surprised to find, when this matter came up at the last sittings, that York street had been arranged to be closed. I never assented to it, or, at least, if I ever did, I did not understand that any such consent had been given or that any such arrangement was being made by us. I would not have consented to it at the time, in so far as I, personally, was concerned, notwithstanding the arrangement that was made by the board of control and by the board of trade. It is, to my mind, perfectly absurd to go to this vast expenditure in the construction of a viaduct and the elevation of railway tracks, if you are going to close up the streets and prevent people getting access to the waterfront. The object of elevating these tracks is to enable the public to reach the waterfront expeditiously and safely, and there is no use elevating them if the streets giving the people access to the harbour are closed up.

Now, from Bay to John street is 2,600 feet. It is a well known fact that the bridge that will be erected after this viaduct is built, connecting John street with the harbour, will be about as prohibited, in the way grades and the getting of traffic over it, as York street is now. Then from John to Spadina, where there is to be another bridge, is 1,400 feet. Spadina to Bathurst, 2,100 feet. So that you have got from Bay to Bathurst, 6,100 feet, or considerably over a mile, with no means of getting traffic to and from the harbour, except by means of those bridges at John and Spadina. It seems to me absurd that that space of over a mile, in the heart of the city, should be closed to the public, and the burden be imposed upon traffic of getting over the grades upon these two bridges I have referred to.

These petitions, that have been presented here, do not effect my mind, in connection with this matter in the least. It is not with the view so much of protecting existing conditions. Conditions will be improved by the opening and widening of Yonge and Bay street. The impost upon traffic will be less to these gentlemen living in that vicinity, and having wholesale warehouses on Front street, and in the vicinity of York, if they send it around and up Bay street, than it has been in the past to get it up over the York street bridge.

It is not present conditions, as it seems to me, that we should endeavour to take care of. It is future conditions that must necessarily develop. When I was first considering this matter—I think it must be two years or more ago—and thinking out the necessity for future generations to have York street open (I may be too optimistic), but it seemed to me that, within two or three generations at least, there necessarily would be here a city of a million or a million and a half population. With the Welland canal enlarged, and a deep draught harbour here, the traffic in 25 or 50 years, to my mind, will be something entirely beyond the dreams of almost the most sanguine of us. In providing accommodation for citizens who may be living here at that time, it seemed to me that it would be imposing an intolerable burden upon them to close up that mile and a quarter almost straight through the heart of the busiest part of this city. Now, those were some of the reasons that operated in my mind in requiring this opening at York street. They still remain, and I have said that I never would have consented to the Order closing it up had I known of it.

All of the members of the Board are now of this opinion (those of us who are here), and I have the authority of Dr. Mills for saying that he also agrees that this work would be entirely incomplete and inadequate unless this subway is constructed at York street. So that, as far as we are concerned in disposing of the balance of this troublesome matter, it must be upon the basis of a subway at York street.

Now, let us go on and consider this plan in the light of that necessity.

C.N.R. Co., Application to open its line for traffic from Hallboro to Beulah, Man.

Upon the consideration of this application the Chief Engineer of the Board reported that certain highway crossings on this line had not been approved as required by the Act, in fact, no application for approval had been filed, and the Railway Company was called upon to show cause why proceedings should not be instituted against it for the recovery of the penalties imposed by the Railway Act for the operation of its railway between these points, and of the Vegreville Branch and for the crossing on highways contrary to the statute.

A hearing was had at which the railway company was represented by counsel.

Judgment, Chief Commissioner Mabee, April 4, 1911, delivered at the hearing.

Dealing with this Lindsay matter, which seems to be a fair sample case of a good many we have had of similar complaints in connection with the Canadian Northern Railway Company operating in the west, we have come to this conclusion.

Section 384 of the Act provides that "if any railway, or any portion thereof, is opened for the carriage of traffic, other than for the purposes of the construction of the railway by the company, until leave therefor has been obtained from the Board, as hereinbefore provided, the company or person to whom such railway belongs shall forfeit to His Majesty the sum of two hundred dollars for each day on which the railway is or continues open without such leave."

It is apparent that this branch about which Lindsay complains was opened by this railway company for the carriage of traffic other than for the purposes of the construction of the railway. The road was ready to be opened for traffic; an application was filed for the opening of the road for traffic; and, I presume, the usual affidavit made that the road was in a fit condition to open for traffic. It was reported to the Board by one of its engineers that the statutory requirements had not been complied with, and that it was not in a condition to open for traffic; and so the Board did not grant an order, but notwithstanding that apparently the company itself opened the road for traffic, if the statements contained in the letters sent to the Board by the Lindsay Company are to be received as accurate, and has not only been carrying

on a very considerable amount of traffic, but has been receiving tolls for that traffic far in excess of the legal tolls that the road would have been entitled to had it been opened for traffic in accordance with the application.

This is not the first occasion that this matter has arisen. We had very many similar applications last year or the year before. Up to that time apparently the practice had been for railway companies to file what they call "construction tariffs;" that is, the roads were being operated in the names of some contractors. We have a number of tariffs on file showing the Canadian Northern lines being operated under tariffs filed by MacKenzie, Mann & Company, contractors for construction, or something of that kind.

A year or so ago this state of affairs was brought to the attention of the Commission, and a memorandum was sent to the Railway Companies that in the opinion of the Board the practice was quite illegal and that there were no provisions in the Act justifying it. Since that time, apparently, another course has been taken, and instead of filing tariffs under the name of their construction company or of their contractors, the roads are opened without any authority, and tolls are collected and traffic moves. Excessive tolls (if Lindsay again is accurate in his statement) are charged, and no tariffs whatever are filed.

Now, it does not seem possible that this state of affairs can be permitted to continue. It brings discredit upon everybody connected with the operation of railways, and upon everybody connected with the Board. Applications come to the Board making complaint, as in this Lindsay case, of excessive tolls. They are sent to the railway company, and the Board is politely advised by one of the solicitors of that railway company that the road is not opened for traffic. What is the Board to do in such a case? It cannot permit this thing to continue, the whole Act being made a travesty of.

Personally, I have lost all hope that anything can be done unless somebody is prosecuted. Railway companies and their representatives have been written to time, time, and time again. These things are done with the knowledge of the railway officials that they are all illegal. I have no doubt that the legal departments of the railways have advised the companies that it is all illegal, and that they are subject to fines and penalties if they continue, but they persist in continuing. It is all very well for some one to say it is hard to refuse to carry in some settler's effects, that it is hard to refuse to carry in fuel when fuel is scarce. That is not the case. I think the Board has intimated time and again that where that was done as a matter of charity no one would think of applying stringently the provisions of the law. But that is not the case. This is a case of the deliberate opening of the road for traffic after application had been made and refused, and persisting in the operation of that road not only in violation of the provisions of the Act that it should not be operated without an order, but also by the imposition of excessive and illegal tolls.

Now, what we have decided to do is to attempt to make this a test case and let those in charge of the operation of railways know that they are subject to the provisions of the law and have got to obey that law. We intend under sub-section 3 of section 431 of the Act to request the Attorney-General of Canada to institute and prosecute proceedings on behalf of His Majesty against the Canadian Northern for the recovery of the penalties provided in section 384 for the illegal operation of this road, and as far as the Board is concerned, it will do all in its power to back up the hand of the Attorney-General in the prosecution of this railway for the breach of this section and for the recovery of all penalties that the Railway Company has subjected itself to by reason of the violation of the Act.

Application of the Montreal Street Railway, for approval of amalgamation agreements with the Montreal Terminal Railway, and the Montreal Park & Island Railway.

Heard at Ottawa, October 3, 1911.

Oral judgment, Chief Commissioner Mabee, delivered at the hearing.

This is an application under sec. 361, for a recommendation to be made by this Board to the Governor-in-Council for the sanction of two amalgamation agreements made between the Montreal Street Railway Company, the Montreal Park & Island Railway Company, and the Montreal Terminal Railway Company.

The Montreal Park & Island and the Montreal Terminal are Federally incorporated railways, and it is said that in the special Acts incorporating each of these roads, authority is given by Parliament to a leasing or sale of the railway of each and the facilities of each to the Montreal Street Railway Company. The Montreal Street Railway is incorporate under a statute of the province of Quebec, and is a provincial company.

On the 22nd of September, agreements were made between these three companies, apparently pursuant to the authority in the two Federal Acts incorporating the Federal railways, for the sale of these railways and their facilities and assets, and the like, to the Montreal Street Railway. Now, section 361 of the Railway Act makes provision for the amalgamation of two railway companies, for the sale or absorption of one railway company by another, where the company is authorized to that effect by any special Act. We read 361 as having application solely to Federal companies. We do not think that section 361 has application to the sale of a Federal railway and its assets and facilities to a provincially incorporated railway. These are our special reasons for so holding:—

Sections 361 and 362 must read together. 362 refers to 361 and says, 'Upon any agreement for amalgamation coming into effect as provided in the last preceding section,' —that is, 361—the companies, parties to such agreement, shall, subject to the provisions of this Act and the special Act authorizing such agreement to be entered into, be deemed to be amalgamated.'

A provincial company shall not be deemed 'to be amalgamated' subject to 'the provisions of this Act,' because the provisions of this Act have no application to a provincially incorporated company.

The section proceeds:—'And shall form one company under 'the name and upon the terms and conditions in such agreement 'provided; and the amalgamated company shall possess and be vested with all the railways and undertakings, and all other powers, rights, privileges, franchises, assets, effects, and properties, real, personal and mixed, belonging to, possessed by, or vested in the companies, parties to such agreement, &c.

Now, if sections 361 and 362 were read as applicable to a provincial company, this absurd situation might be brought about. The parties might apply to the legislature of the province of Ontario and obtain a railway charter to build a railway, we will say, from Toronto to Ottawa. The same persons might apply and obtain a charter from Parliament here to build a railway from the city of Ottawa to the city of Winnipeg. They might then have inserted in the charter a similar clause to that which is said to be in the charters of these two companies, the Montreal Terminal and the Montreal Park & Island special Acts, namely, that they might sell or dispose of their interests, or amalgamate with this provincially incorporated road for construction between Toronto and Ottawa. The agreement being made, they would come to us under section 361. We would approve of it. They would go to the Governor-in-Council, and he would sanction it. Then, under section 362, we would have the position that a company incorporated by the provincial legislature of the province of Ontario would have authority to build a railway from the city of Toronto to the city of Ottawa, and from the city of Ottawa to the city of Winnipeg, out of the province of Ontario and into another province.

The absurdity could be made more apparent by extending it all the way up into the Yukon Territory, and in fact all of over the Dominion of Canada. The result

would be you might have a Trans-Continental Railway Company incorporated by the province of Ontario for the construction of a railway from the Atlantic to the Pacific. The position is absurd.

That class of road, roads running from one province to another have to be incorporated by the federal government. That only goes to show how clearly section 361 must be read as applying only to federal companies, and not to provincial companies.

That being so, and section 361 being the only section under which we have jurisdiction to certify to the Governor-in-Council, it is quite apparent that this situation is one outside the Railway Act, in so far, at least, as our powers are concerned.

The Special Act provides for amalgamation. I should fancy the proper mode of procedure would be to proceed as that special Act provides, and go to the Governor-in-Council, under those clauses, without making any application to us.

We hold we have no jurisdiction to deal with it.

Mr. LOVETT. So that there may be no misunderstanding, I should say that, so far as the Park & Island is concerned the power is not in the charter, but in the special Act of 1911.

Hon. Mr. MABEE. That would not change the situation.

Application of the Vancouver Board of Trade, Vancouver, B.C., for an Order directing the Canadian Pacific Railway Company to furnish certain statistical information. (File 1922, Pl. 2).

Judgment, Mr. Commissioner McLean, June 23, 1911.

It this application which was heard at Ottawa on June 22, counsel representing the Vancouver Board of Trade applied for an Order directing the railway to furnish the following information from the Segregating Annual Return covering the Eastern, Lake Superior, Central, Western and British Columbia Division, for the fiscal year ending June 30, 1910, viz:—

1. Car Mileage—
   (*a*) Passenger car mileage.
   (*b*) Freight car mileage.
   (*c*) Freight empty mileage.
   (*d*) Caboose empty mileage.

2. Revenues show separately—
   (*a*) Passenger.
   (*b*) Freight.
   (*c*) Switching, &c.
   (*d*) Storage, Car Service, &c.
   (*e*) Telegraph rents.
   (*f*) Mail.
   (*g*) Express.
   (*h*) Excess baggage, &c.

3. Number of passengers moved one mile.

It was alleged that this information was essential in order to check the accuracy of the calculations given in evidence by the railway at the sitting in Montreal regarding the division of expenses as between freight and passenger business.

On consideration, it appears that it is justifiable that this information should be supplied to the applicant, and within thirty days. At the same time, there is merit in the respondent's contention that it should not be forced to take its statistical and other officials to Vancouver to be examined in regard to the figures contained in the information to be so supplied.

Therefore, it should be a condition of the Order that any explanations which the applicant may require of the information called for under the Order making this judgment effective, or which the respondent may deem it necessary to furnish, other than such explanations as can be given by the traffic and other officials of the respondent company who may be present at the hearing in Vancouver, be given subsequently at a sitting in Montreal.

Purcell vs. *the Grand Trunk Pacific Railway Company.*

The facts are set forth in the judgment.

Judgment, Chief Commissioner Mabee, November 6, 1911.

The plaintiff is a "hack and bus driver" carrying on his business at Saskatoon, and, on the 21st of July, 1911, he complained to the Board as follows:—

"During the last few months the Grand Trunk Pacific Agent at South "Saskatoon has refused to allow me to back up to the station platform to meet "passengers and, as I have quite a trade, made the passengers wishing to travel "with me have to walk about 100 feet to get in my bus. This is very incon-"venient to passengers in wet weather; the place is very muddy."

On August 10 he further complained as follows:—

"The agent at South Saskatoon depot has now entirely closed up the right "of way by putting buses and railway trucks across the right of way and pass-"engers have to jump 22 feet across the platform, and then walk 100 feet to "reach my bus. On the 7th inst I went into the agent and told him I was "there to meet six ladies coming off the train and asked him how they were going "to get over. He told me he did not care; the best way they could. Passengers "themselves are making complaints to him every day, but he takes no notice."

The Grand Trunk Pacific Railway Company filed its answer with the Board, dated the 16th August, which is as follows:—

"The complainant is a busman running a bus between Saskatoon and our "station at South Saskatoon, a distance of over 3 miles. He made himself very "objectionable soliciting passengers at our station and on our platform, and "creating a noise and disturbance shouting for passengers on the arrival of "trains and disobeying orders from our station agent. The result of all this "was a police court case, in which the police magistrate convicted him, and "which conviction was upheld by a Judge of the Supreme Court of Saskatchewan "on appeal. The man was convicted under section 61 of the Criminal Code on "account of trespass. We had never raised any objection to busmen bringing in "their passengers to our station platform, and have insisted that after delivering "their passengers, they must stand their buses where directed by our station "agent.

"For the convenience, comfort and safety of Saskatoon passengers and "their baggage, we have arranged for a reliable and regular bus service to meet "all our trains, summer and winter, whether late or on time, and we give special "platform privileges as an inducement to and guarantee of good service. In "the winter the service is a very arduous one. The railway company gets "nothing out of the bus fares. If this service were discontinued we must "necessarily have our own buses, horses and drivers in order to look after our "passengers."

"The existing arrangement is the one most conducive of the interest and con-"venience of the public."

The case came on hearing at Regina, on the 14th September, no one appearing for the railway company, although it was duly notified; and although we had not the assistance of argument the matter had been looked into very carefully, the Board fully appreciating that the principles laid down here will be applicable to all the cities and towns in Canada. The complainant gave evidence upon his own behalf,

and among other things, said that he got orders from the agent of the Grand Trunk Pacific to remove his bus some time in July, he alleging that a contract had been given to the Saskatoon Forwarding Company. Complainant says that company did not carry out its contract, but sub-let it to one Dunning, and that Dunning "kicked up a row for allowing an independent bus to come to the Station"; that, on several occasions, passengers came off the trains that Dunning did not supply sufficient accommodation for at all; that on one occasion, the complainant had to take about seventy-five passengers; this was about the middle of August; that he got a telephone message from the agent of the railway company at South Saskatoon stating that there was a special train coming in in the morning; that amongst them there were twenty ladies and children; that he had asked Dunning to bring them into town but that he had refused; that he (the complainant thereupon hitched up and took them in after Dunning had pointedly refused. He stated, also, that there were several occasions when Dunning was unable to carry the passengers and that since Dunning had "burst up" he, the complainant, had carried passengers several times, and that Dunning had paid him for that service in 'coupons'. He further said that, in July, the agent caught hold of his horses, and pulled him off the platform; that he had several contracts to draw people out, and that, at the time of giving his evidence, he had a contract in hand for about a dozen people to draw once a week, and had a lot of commercial travellers who always expected him to be there when they came off the trains; that he was treated differently from the Transfer Company, meaning, I presume, the Saskatoon Forwarding Company, in that he was placed 100 feet back from where the other buses stood.

In a letter, dated the 19th September, from the assistant solicitor of the railway company, he says that the company is merely "insisting that this man Purcell keep off our railway "premises as soon as he has delivered his passengers for outgoing trains."

It does not appear from the evidence, or from anything on the file, when the prosecution, referred to in the company's answer, took place; but the company's assistant solicitor has forwarded a copy of a judgment delivered by the learned judge who sat in appeal from the magistrate, which judgment is dated the 2nd of October. The police court proceedings took place a long time prior to that, and it seems that the learned judge who heard the appeal from the conviction by the police magistrate delivered an oral judgment at the time dismissing the appeal, and, on the 2nd of October, at the request of the railway company, placed his reasons, in writing, for, I presume, the information of the Board.

It would seem, from a statement appearing in the judgment, that Purcell had brought a passenger out to the station and was waiting the arrival of an incoming train. There was no evidence that he was waiting to solicit passengers. He was apparently simply standing upon the platform. It seems to have been taken for granted by the representative of the railway company that he was there intending to solicit passengers when they came, and so the company's agent ordered him off the premises. He refused to leave, and the agent, or some one representing the company, attempted to forcibly eject him, and this attempt he resisted. There is nothing to show in what the resistance consisted; but the man was taken before the magistrate and fined, and his appeal from his conviction was dismissed with costs.

The evidence given before the police magistrate is not before us, and it would be quite out of place for any comment to be made upon the proceedings either before the police magistrate or before the learned judge who sat in appeal. I only refer to these proceedings inasmuch as they have been placed upon the record by the company.

The question for the Board to determine is, what rights, if any, the complainant has, under the provisions of the Railway Act, in taking passengers to or receiving passengers from the stations and grounds of the company? The position taken by

the company apparently is, that, while admitting the right of the complainant to bring passengers to the station and deliver them at convenient places thereat, yet it has the right to exclude the complainant from receiving passengers from incoming trains. Of course, the arrangement made with the Saskatoon Forwarding Company was intended for the convenience of the public. It is said that the company have no interest in the bus fares and that feature of it may be entirely eliminated. The position then is that the railway company, for the convenience of passengers arriving at South Saskatoon station, has made an exclusive contract with this forwarding company for taking those passengers from South Saskatoon to their destination, and the company contends that it has the right to prevent any other cab or bus driver from obtaining the same facilities at the South Saskatoon station for getting passengers from incoming trains that the railway company affords to the Saskatoon Forwarding Company. I do not think that this is so. Section 317 of the Railway Act requires all companies to afford to all persons reasonable and proper facilities for receiving traffic from their railways. The word "traffic" includes passengers, and I think the plain meaning of this section is that railway companies are bound to treat every hack driver, transfer company, or busman, alike, who may be waiting at their platform to receive passengers from their incoming trains.

There is nothing that I know of to prevent a railway company from making a contract with one company or person to carry passengers from their stations. I do not, however, think they are at liberty to make an exclusive contract with any one company or person to the effect that all other companies or persons must be excluded from the station grounds. If this were so, an incoming passenger, upon telephoning or telegraphing to his hack or cab driver to meet him at the station, might be very greatly inconvenienced upon arriving there to find that the particular hack or cab driver he had instructed to meet him had been prohibited by the local agent, or parties in charge, from locating his vehicles at a convenient place. That is this case. On the 7th of August, this complainant was at the South Saskatoon station to meet six ladies arriving on an incoming train. On that occasion he was compelled to stand his bus at a most inconvenient point for these ladies to reach. Passage to where he was compelled to stand had been obstructed. The agent, upon complaint being made, told the complainant that the ladies could reach the bus the best way they could. This surely must be all irregular and illegal. I am not suggesting that railway campanies have not full control over their terminal facilities and over their station grounds and platforms. I am not suggesting that it is out of their province—I think, indeed, it is a part of their duty to make all reasonable regulations respecting the conveyance of passengers to their platforms and trains, and from their trains and platforms; but in making such regulations they are bound, I think, to treat every one equally. They are at liberty to grant favours and seek to divert passenger traffic to some particular bus or transfer company. Of course hackmen and runners are not entitled to be offensive or noisy, or to solicit passengers to their inconvenience, or annoyance, and stringent regulations should be made covering these matters; but, I think, to say that a railway company is at liberty to select one, two or more hackmen or bus lines, and place them in favoured or convenient locations, while other hacks or bus lines, or transfer companies are compelled to locate in unfavoured and inaccessible positions, to the inconvenience and annoyance of incoming passengers, is clear discrimination under the Railway Act, and is, by it, prohibited.

I am not overlooking the case of the South-western Produce Distributors *vs.* the Wabash Company, reported on the 11th March, 1911, in the Interstate Commerce Reports. The facts there are entirely different. The Commission definitely found that there was no preference or discrimination practised.

I have carefully read the case of Donovan *vs.* the Pennsylvania Railway Company, decided by the Supreme Court of the United States in November, 1905. The facts there are all distinguishable.

If the contention of the company in this case were upheld, it would mean that a passenger telegraphing to have his carriage or motor car meet him at the train, might find, upon his arrival at the station, that the station agent had ordered the driver off the grounds of the railway company, and the agent might tell the passenger to ride in one of the conveyances provided by the railway company or walk. Again, if the railway companies had the power to so deal with their passenger traffic, the same practise might be made applicable to freight traffic, to the end that the person who wished to take his freight from the freight sheds himself might be refused access to the premises of the company, and be compelled to have his traffic delivered through channels quite objectionable to him. The whole genesis of our railway legislation is entirely opposed to any such condition of affairs. In the Donovan case, and also in the reasons for judgment in appeal from the conviction of this complainant, the point is made that the complainant had no status; that complaints must come from such passengers upon the railway that desired to engage the complainant, and had been deprived of that privilege by the action of the company. That point was material in the Donovan case, and probably also in the matter of the conviction. There the proceedings were in courts of law. We do not approach this proceeding from the point of view of a law court. We do not non-suit, or dismiss, if the applicant or complainant has undertaken something in which he could not succeed if he were plaintiff in an action at law. In my opinion this complainant could have invoked his rights in a court of law. That, however, is not necessary to decide in this proceeding. This Board is bound to see that the provisions of the Railway Act are observed. It need not wait for a complaint, if it has drawn to its attention that the Act is being disobeyed, or its provisions ignored. I conceive it to be the duty of the Board to move upon its own initiative, and not wait for some injured person, having the rights and status of a plaintiff in a court of law, to appeal to it. The Act provides that the Board may, "of its own motion," inquire into, hear, and determine, any matter or thing which it might inquire into, hear, and determine, upon application or complaint, and the Act in no respect requires some complainant before the Board, with the rights of a "plaintiff" before it can move.

I have not overlooked the fact that in the company's answer it alleges that the complainant was noisy and his conduct upon the platform objectionable. No evidence of any such conduct was given at the hearing. Nothing is said about any such conduct in the judgment in appeal from the conviction. The prosecution against him was based on the right of the company to exclude him from meeting passengers at its platform, and not on account of any violent language or conduct. The company has full control over this latter feature of the case, and the Board in no way desires to tie its hands, but to leave it in absolute control over the conduct of people upon its platforms and in its grounds, and we are only to be understood as holding that it is not open to a railway company to enter into an exclusive contract. Nor are we holding that a company cannot direct where bus or cab drivers shall stand awaiting passengers. We do, however, say that a company cannot stand one, or a favoured few, in a comfortable or convenient location, and compel others to wait at unsuitable or inconvenient places, but that all must be treated with reasonable equality.

I think the complainant is entitled to a declaration that the respondent railway company must grant him substantially equal privileges with any other cab or hack driver, or transporting agency, at the Saskatoon station, for the delivering of traffic to the platforms of the company at that point, and for the receiving of traffic from incoming trains and from the platforms of the company, and that the company should be restrained from discriminating in favour of the Saskatoon Forwarding Company or any other cab driver or transportation agency, as against the complainant.

Mr. Commissioner McLean concurred.

Application of the J. H. Ashdown Co., Ltd., for a revision in the Canadian Car Service Rules to permit additional free time for unloading bar iron, steel, and long pipe. (File 1700-8).

Judgment, Mr. Commissioner McLean, October 12, 1911.

Application is made for additional free time of twenty-four hours, making free time seventy-two hours in all. In support of this contention, it is alleged that Exception A, under Rule 2 of the Car Service Rules, which allows twenty-four hours additional free time inter alia for the unloading of boards, deals, and scantlings, deals with an analogous case and that similar treatment should be given to bar iron, steel, and long pipe.

The complaint as presented deals with these articles when shipped by lake and rail. The situation was stated by Mr. Denison of the Ashdown Company to be as follows:

"We send an order for instance to the shipping point, one of the rolling "mills, for a hundred tons of iron and steel. That material is of mixed sizes "from 20 to 50 sizes and kinds and is all shipped at one time on a through bill "of lading from the shipping point to Winnipeg; carried on a boat as far as "Fort William or Port Arthur as the case may be, along with probably other iron "and steel for other concerns at Winnipeg or other points west. After the boat "arrives at the head of the lakes, the transfer is made to the cars, and in doing "that the position of the material is changed in the car in such a way that it is "very hard in unloading at destination to pick out the sizes that we should have. "Each piece has got to be gauged unless the man is sufficiently trained to dis-"tinguish by looking. In this way it takes additional time to unload this "material. Iron and steel are different prices, and in our business we have to "sort it out, getting each size in its proper location in the warehouse, and in com-"ing up over the lakes we find a great deal of difficulty in making these assort-"ments, and it costs us additional money to do it.

"We find also that it is with the utmost difficulty that we can unload a car "in the free time."

While it was stated that the breaking of the bulk, due to the transhipments attaching to the lake and rail route, at times mixed up shipments of different firms, subsequent evidence showed that no great stress was laid on this.

While it is stated by the applicants that the sorting out in their warehouses of the bar iron, steel, and long pipe shipped in by lake and rail necessitates additional time and expense, the matter which the Board has to consider is whether the rules as they at present stand are reasonably adequate in affording free time.

A number of exhibits were filed by the Car Service Bureau in regard to the actual time taken in unloading cars. From Exhibit 5, the following examples are taken:

"Car 44832 containing bar iron and steel, &c., ex Fort William, consigned "to J. H. Ashdown Co., weight 63,830 lbs., unloaded by four men in 16½ hours."

"Car 141808 containing pipe and fittings, ex. Guelph, consigned to J. H. "Ashdown Hardware Co., weight 42,350 lbs., unloaded by four men in 9½ hours."

The exhibit in question covers seventeen cars, for various consignees, which were unloaded in from 5½ to 19 hours, all being unloaded within the free time.

Exhibit 3 gives a statement of the number of cars of bar iron, steel and long pipe received by the Ashdown Co., in the period June 1, 1910, to May 31, 1911. This covers in all 85 cars on which there was a total demurrage of $5. From the total number of cars may be deducted those received in the period between December 1 and May 1, as representing roughly the period when the lake and rail rates are not effective, leaving a net total of 58 cars which paid in all $2 demurrage..

It was pointed out at the hearing that the application was supported by other consignees in Winnipeg as well as by the Steel Company of Canada and the Page

Hersey Company of Canada. Letters from the latter two firms are on file. The Page Hersey Company speaks of bunching of the traffic. It is not clear from their letter whether this regarded as due to the action of the railways or not. If the bunching arises from the negligence of the railway company or connecting railway companies, this situation is already provided for under Rule 7. The letter of the Steel Company attributes the bunching to conditions which are concerned with the boat traffic, that they are held up and their schedule of sailings disorganized by reason of stress of weather and their inability at Montreal to secure prompt discharge of their cargoes, owing to the want of terminal elevated facilities there, as also in securing cargoes at the head of the lakes during the busy portion of the grain season. If it is this condition which the Page Hersey Company as well has in mind, it is a condition which is clearly outside of the Car Service Rules.

As to the other consignees at Winnipeg referred to as supporting the application, Exhibit 4 covering the carload shipments of bar iron, steel and long pipe received by the principal consignees at Winnipeg from June 1, 1910, to May 31, 1911, shows a total of 342 cars which paid demurrage amounting to $16. Taking out, as in the case of Exhibit 3, the carloads moving on the lake and rail rate, it will be found that they amounted to two-thirds of the total and paid $8 demurrage.

The object of the Car Service Rules is not only to ensure the railways a reasonable use of and return from their equipment, it being recognized that the penalty imposed does not represent the average earning of a car when in service, but also, and to my mind more important to facilitate the efficient use of the cars in the interests of shippers in general. Changes from the rules as adopted should be made only on a conclusive affirmative showing that the free time allowed is inadequate. It appears in the present complaint that the free time is exceeded only in a practically negligible number of cases, and it therefore allows that a case for the extension requested has not been made out.

Chief Commissioner Mabee concurred.

Limitation of the Height of Cars.

The facts are cited in the judgment of the Assistant Chief Commissioner.

Judgment, Assistant Chief Commissioner Scott, January 3, 1912.

At the suggestion of the Canadian Pacific Railway Company the Board at its sitting in April last took up with the railway companies under its jurisdiction the question of the advisability of limiting the height of cars on railways in Canada.

At present there are no Canadian cars of a greater height than thirteen feet six inches from the top of the rail to the running board; but, according to the information supplied by the Grand Trunk Railway Company there are twenty-eight thousand nine hundred and sixty-three (28,963) freight cars in the United States, the height of which exceeds thirteen feet six inches. Some of these cars go over fifteen feet in height.

There is no general limitation of the height of freight cars in the United States.

Under section 256, subsection 3, of the Railway Act, except by leave of the Board, the space between the rail level and the lowest portion of any structure over the tracks shall be 22 feet six inches for all structures constructed after the first of February, 1904.

If freight cars on Canadian railways were limited to a height of thirteen feet six inches, the provisions of the section of the Act just mentioned could be modified so that a reduction of at least two feet in the height of structures over railway tracks could be made. This would mean a tremendous saving in the cost of bridges carrying highways over railways, and would assist in the Board's policy for the abolition of grade crossings wherever practicable.

Another great advantage which the standardization of the height of freight cars would insure would be the establishment of a practically level train deck for the railway employees to walk upon when operating freight trains. Also from a traffic point of view, if the height of freight cars was standardized, a carload minimum on the basis of cubical capacity, instead of car length as at present followed, might be more easily arranged. This, I think, would prove a more equitable basis and would be beneficial for at least shippers of bulky freight.

Bearing these advantages in mind, I would like to see the height of freight cars limited as suggested; but it can best be done by agreement between the railway companies themselves, and until some such arrangement is made I do not think any action should be taken by the Board.

There are a large number of United States freight cars in use in Canada. Of the twenty-eight thousand nine hundred and sixty-three cars that are over thirteen feet six inches in height, six thousand eight hundred and twenty-two moved over the rails of the Grand Trunk Railway in 1910. The Michigan Central and other roads haul a great number of United States cars through Canada.

While there is no general limitation of the height of cars in the United States, it would be very detrimental to the interests of our Canadian railways to limit the height of cars in Canada. United States traffic which now moves through Canada from eastern to western points, and vice versa, might be diverted to railways south of the border line, causing loss of revenue to Canadian roads.

I therefore think that the railway companies interested, should be informed that it is not the intention of the Board to issue any order in this matter.

Chief Commissioner Mabee and Messrs. Commissioners Mills and McLean concurred.

Consideration of the matter of protection of Main Track Switches, and adoption of an adequate block system.

Heard at Ottawa, May 2, 1911.

Judgment, Chief Commissioner Mabee.

What we have decided to do in this matter is this:—

We fully appreciate the importance of it not only as a protective feature to the public and to the employees of railway companies, but also in regard to the expense of installation and maintenance. The matter is not by any means ripe yet for dealing with it. It is something that will have to be carefully studied and investigated in all its bearing before the Board could ask the railway companies to even make a start at it at any points where it was thought such a start should be made.

It is satisfactory to note that the companies themselves have already been dealing with it. It, of course, was to be expected that they would. If they continue in their efforts and deal with it as circumstances warrant, it may be not necessary in the end for the Board to intervene at all.

However, in order that the matter may be moved along a bit, we have decided to refer the whole subject to Mr. Mountain, our Chief Engineer; to Mr. Nixon, our Chief Operating Officer; and to Mr. Murphy, our Electrical Engineer, for the purpose of investigating the local conditions on all the various roads, dealing with the local conditions in various sections or divisions as they may deem proper, and collecting for the use of the Board and the railway companies all of the information bearing upon the subject, and to report generally to the Board upon the whole situation.

We would also suggest that the railway companies interested should appoint a committee for the purpose of discussing from time to time and assisting in furnishing information and suggestions that may occur to be proper to our officers with a view of furthering the work connected with their report and their investigation. We think it will be in the interests of the railway companies themselves if they adopt that suggestion. It will assist in the inquiry.

After the Board's officers have collected the information necessary and made their recommendation to the Board, a copy of their report will be furnished to the railway companies, and they will be given an opportunity to discuss its details and make any suggestions in connection with it that they may deem proper before the Board deals further with the subject matter of the report.

Consideration of the question of length of sections to be worked by section gangs on railways, and the number of men to compose such gangs.

Heard at Ottawa, June 7, 1911.

Oral judgment delivered by Chief Commissioner Mabee.

The circular that was sent out in this matter gave notice to the railway companies that the Board would today take up the question of fixing the length of sections to be worked by section gangs on railways and the minimum number of men to compose such gangs.

On the 15th of September, 1909, upon complaint made an Order was issued that the Brandon, Saskatchewan and Hudson Bay Railway Company should employ forthwith two men and a foreman on each of the sections known as the Boissevain and Minto sections of its line of railway, and that in case it be found that the said number is not sufficient to keep the road in a safe and proper state of repair, the said railway company shall employ such additional men as may be necessary for the purpose.

The question of jurisdiction over this subject matter was not raised at the time that that order was made, and this circular was sent out for the purpose of hearing the matter generally discussed.

At the outset the question of jurisdiction was raised by Mr. Beatty, and it is better, perhaps, to dispose of that before any lengthy discussion as to the merits be entered upon.

The Railway Act gives jurisdiction to this Board over a large variety of subjects, but it seemes to us that with respect to the particular matter that is involved here, that is as to whether the Board has any authority under the Act to fix, for instance, the length of sections and to give directions as to how many men shall be employed upon each of those sections, jurisdiction has not been conferred upon the Board.

The Act, under section 269, gives very wide powers in dealing with the working of trains. The head note there is "The working of trains." The Board may make regulations, that is general regulations designating the number of men to be employed upon trains, there is a distinct delegation to the Board by Parliament of authority to say how many men shall be employed upon railway trains. Under clause (*b*) the Board may make regulations that coal should be used on all locomotives instead of wood in any district; and it may make regulations generally providing for the protection of property and the protection, safety, and accommodation of the public and the employees of the company in the running and operating of trains by the company.

Now, at first blush it might be thought that regulations regarding the operation of trains by the company might cover the maintenance of way, in order that those trains might pass over the company's rails in safety. But it seems to us that that is rather more limited to the actual operation of the trains; in other words, that the Board might require trains to be limited in speed over certain sections, and that it has no reference to the maintenance of way over which the trains run. And that is strengthened when you look at sections 262 and 263 where specific authority is delegated to the Board to deal with conditions regarding the rails, roadbed, bridges, and the like, of the company. Then where "any complaint is made or where the Board receives information that a railway or any portion thereof is dangerous to the public using the same from want of renewal or repair, or insufficient or erroneous construction, or from any other cause, or whenever circumstances arise which in its opinion render it expedient, the Board may direct an inspecting

engineer to examine the railway or any portion thereof." And authority is given to order any repairs the inspecting engineer considers necessary, and in the meantime, during those repairs, enjoin operation of the road. Then, under section 263, broad powers are given to the engineer, if he finds the roadbed dangerous, to forbid the running of trains, and so on, during a certain period.

Now, there is nothing in those sections, and as we construe section 269 there is nothing in it which gives the Board power to say "We fear that your road may become dangerous; we admit that it is not now dangerous; we admit that it is now safe for the operation of trains over it, but because you do not keep three or four men at work in repairing your track and roadbed over a given six or seven miles, and you only keep two or three for that reason your road may get out of repair." We think there is no jurisdiction in the Board to interfere beforehand, and insist that the railway company by regulation should employ any specific number of men, or that the labours of that specific number should be limited to any specific number of miles. It seems to us that the maintenance of the company's line is left with the company. The statute requires the company to maintain it and keep it in repair. If it fails to do so then, under sections 262 and 263, the activities of the Board may be called into question; but there is no section, either express or by fair implication, which can be construed in such a manner as to give the Board jurisdiction to do the things covered by this circular, namely, fixing the length of sections and the number of men to be engaged upon them.

If Parliament thinks wise, it can deal with it, but in the meantime we cannot.

Protection of Highway Crossing.

In *re* the application of the Municipality of the Township of the Front of Escott, County of Leeds, Ont., for the construction of a highway bridge over the main line of the Grand Trunk Railway, immediately east of Brooker's Crossing over the said Railway, two and a half miles west of Mallorytown station on the said line.

Judgment, Mr. Commissioner Mills, June 8, 1911.

The three main factors to be considered as creating the necessity for protection at a highway crossing are: the number of trains, and especially the rate of speed at which trains run over the crossing; the amount of vehicular and pedestrian traffic over the crossing; and the view which those using the highway have of trains approaching in both directions.

1. No doubt due consideration should be given to the number of trains running on the line of railway; but the speed at which trains run is a matter of much greater importance, especially when there are through freight trains running full speed at irregular hours.

2. In my opinion, only limited weight should be given to arguments based on the amount of vehicular or pedestrian traffic on a highway. The traffic over many crossings in this and other provinces has been heavy for years past and no accidents have occurred, because the view in all directions is clear and unobstructed; and at many crossings over which the traffic is quite light, accidents have occurred, because the view in one direction or the other is obstructed. The crossing in question furnishes an example of such a case. Further, I have never been able to see the justice of the conclusion that people who have to use a given crossing are not entitled to reasonably good protection of their life and property, simply because there is not a considerable or a large number of others who have to use the said crossing.

The Government, in laying out the roads through a township in a given county, say, in this province, did not make the allowance 66 feet wide where it thought the traffic would be heavy, and half that width or less where the traffic was likely to be light; township municipalities did not construct the road surface 25 feet wide on certain road allowances where the traffic was likely to be heavy, and 15 or 16 feet

wide where it was likely or sure to be light; Parliament, in deciding upon the width of a subway for carrying a highway under a railway, did not say that it must be at least 20 feet wide where the traffic was heavy, and 16 or 17 feet wide where the traffic was known or likely to be light; and the Board, in dealing with the headroom required where a railway passes under a bridge, has never yet taken the position that there must be 22 feet 6 inches clearance where the traffic on the railway is heavy and many trainmen are exposed to danger, and that, in order to save expense, the headroom may properly be reduced to 17 or 18 feet where the traffic on the railway is light and the number of men exposed to danger is small. Hence I cannot see why the Board, in dealing with the question of the protection required at highway crossings should proceed on the principle that, in order to save expense, the life and property of men may properly be endangered, in case the number exposed in any given instance is relatively small.

Therefore, I think the main point to determine regarding each rail-level crossing is the character and extent of the danger; and that being determined, the aim should be to provide a reasonable minimum of protetion against the danger, whatever the traffic may be.

Hence the crossings which have the first claim to protection are those which are the most dangerous, whether the traffic over them happens to be light or heavy.

3. As already stated, the rate of speed at which trains pass over a highway at any level crossing is a very important factor; and it is scarcely necessary to add that the character and extent of the view is a matter of the greatest consequence. If the crossing is on comparatively level ground and persons approaching it on both sides of the track have, at points, say 100 feet distant from the crossing, a clear and unobstructed view along the railway for about half a mile in each direction, they cannot, I think, reasonably maintain that the crossing is a specially dangerous one, whatever the traffic over it may be. If, however, the crossing is on a high elevation, or in a deep cut, or if there is anything which obstructs the view in either direction, the crossing is dangerous or possibly very dangerous, whether the traffic is light or heavy.

This is a crossing over which many fast trains run on a double track, at a high rate of speed, without stopping; the railway is in a cut ten or more feet deep for some distance on each side of the crossing; the Assistant Chief Engineer and the Chief Operating Officer of the Board, after separate and independent inspections (carefully made), report that, owing to the extent and character of the traffic on the railway and the view of approaching trains being cut off by banks on each side of the highway, the crossing is a dangerous one; and each of these officials recommends a separation of grades by the construction of an overhead bridge.

Therefore, notwithstanding the fact that the traffic on the highway at the point in question is comparatively light, I think the need of protection at the crossing is greater than at many crossings over which the highway traffic is three or four times as much; and for that reason I concur in the judgment of the Assistant Chief Commissioner, that here should be a separation of grades by the construction of an overhead bridge at or near the said crossing.

The Assistant Chief Commissioner concurs.

In the Matter of the Protection of the Crossing of the Lachine Road by the Grand Trunk Railway Company at Rockfield, Provine of Quebec.

Judgment, Chief Commissioner Mabee, July 13, 1911.

This matter was heard at Montreal on the 11th instant, and after considerable discussion the Chief Engineer of the Board was asked to inspect and make a report upon the various plans submitted.

Application was made by the Grand Trunk Railway to expropriate certain lands mentioned in their memorandum attached to the file. The Chief Engineer reports

that the plan which was filed at the hearing at Montreal on the 11th inst. is, in his opinion, the best, with certain alterations, as follows:—

"That at the turn at the end of the overhead bridge the width of the roadbed should be increased from 30 to 40 feet, giving a wider space to make the turn."

The plan should be returned to the railway company in order that it may be amended and blue prints furnished showing this alteration. Copies of these blue prints should be handed to the parties interested, so that they may know exactly the changes that are made.

The Grand Trunk Railway Company must have leave to expropriate the lands necessary to carry out the work as recommended by the Engineer. These descriptions should be furnished by the company, if they vary from the ones now on the file, and upon descriptions being so furnished by metes and bounds, an order may go approving of the amended plan to be filed, and leave given to the company to expropriate the lands necessary to complete the work.

Deputy Chief Commissioner Bernier and Mr. Commissioner McLean concurred.

Re the Question of Protection to be Provided at the Crossing of the Grand Trunk Railway Company, just East of Grimsby Beach in the Province of Ontario.

(File 9437·709).

The facts are set forth in the judgment of the Assistant Chief Commissioner.

Judgment, Assistant Chief Commissioner Scott, December 21, 1911.

The Grand Trunk Railway crosses a highway which leads to an amusement park known as the "Grimsby Beach" with a double track. The electric railway, known as the Hamilton, Grimsby & Beamsville Electric Railway Company, has a line ending a short distance south of the Grand Trunk Railway, and on the east side of the public road in question.

There were two matters reserved for the Board's consideration. One was, the character of the protection to be installed at that crossing, and the other was, what parties should contribute to the cost of that protection. First, with regard to the character of the protection. I was at first inclined to the view that gates would be necessary where such a large number of people would be apt to cross the railway at one time; or if not gates, that two watchmen should be placed at the crossing, one on the north and the other on the south of the Grand Trunk tracks. However, some of my brother Commissioners hold the view that one watchman would be sufficient. I agree that one watchman might be appointed for the first year to see if that would afford sufficient protection. The watchman to be employed only from the first of May to the first of October in each year, because outside of that period when the amusement park is not in operation the crossing is little used.

With regard to the question of who should share in the expense of the protection, *i. e.*, the watchman's salary, the Board specially joined the Electric Railway Company as a party to these proceedings in order that that company might be given an opportunity to be heard on this point. My view is that, the Hamilton, Grimsby & Beamsville Electric Railway Company should not be called upon to pay any portion of the cost. This company discharges its passengers some distance south of the Grand Trunk Railway Company's crossing, and when a passenger leaves the Electric Railway Company's car that company is under no further obligation to him. He need not cross the tracks at all, but if he does and is injured there is no legal obligation on the Electric Railway Company whatsoever. Therefore, any measure which prevents a person or persons from being injured at the Grand Trunk Railway Company's crossing can be of no financial benefit whatever to the Hamilton, Grimsby & Beamsville Electric Railway Company.

Under these circumstances, I do not think that the Hamilton, Grimsby & Beamsville Electric Railway Company should be called upon to pay any portion of the cost. I would put 15 per cent of the cost on the township, and the balance on the Grand Trunk Railway Company.

Judgment, Mr. Commissioner Mills.

I concur; but I am not fully satisfied as to the liability of the Electric Railway Company.

Judgment, Mr. Commissioner McLean, January 3, 1912.

I concur as to the protection. The Electric Railway it is true discharges its passengers south of the Grand Trunk Railway tracks, but these passengers are brought there by the Electric Railway, with the Park as their objective point, and they are the people for whom this protection is especially designed. The Electric Railway clearly contributes to the danger, and I have therefore to dissent as to the proposed distribution of cost. The 85 per cent of the cost which the Assistant Chief Commissioner would place on the Grand Trunk Railway, should, I think, be equally divided between it and the Electric Railway.

Complaint, Municipality of Tavistock, against the Grand Trunk Railway Company Regarding Exceeding the Speed Limit over Highway Crossings East of Tavistock.

This complaint was heard at Stratford, January 29, 1912, and at the close of the hearing the Chief Commissioner delivered the judgment of the Board.

Judgment, Chief Commissioner Mabee.

A direction may go that the railway company file plans showing the location of a gate at each of these crossings, Woodstock street and Hope street, to be submitted to the municipality of Tavistock, and also to be filed with the Board, for the approval of the Board's officers; and, upon the plan being approved, the railway company shall erect, maintain, and operate those gates. It will be reimbursed to the extent of twenty per cent out of the Railway Grade Crossing Fund for the cost of construction of each pair of gates. The question of whether these gates are to be operated day and night may, in the meantime, be deferred, in order that these gentlemen may discuss it with the Council, or others interested; and if they will indicate to the Board what the ultimate view is as to the operation, then an Order will go for the operation both day and night, or during the day only, as may be finally decided upon. In any event the village of Tavistock must contribute thirty per cent towards the cost of operation. As a rule, we ask a rural municipality in the smaller places, where the population is not large to contribute on the basis of about 15 per cent. The reason the village will have to contribute 30 per cent. in this case is because they have two pairs of gates within 150 feet of one another.

I do not know that, personally, I can find any fault with the representatives of the village for not wanting to close up either of those streets. The situation is difficult to deal with. If you close up either, it would mean considerable land damage, and probably a good deal of inconvenience, and they may prefer paying the expense of maintaining this protection at those two crossings, 150 feet apart, rather than divert or close up either street. At any rate, the disposition of it will remain in that way. If you want it operated day and night, you will have to pay twice as much as if you decide only on the day operation.

Mr. FIELD.—In case of closing that road, who is supposed to pay for the land?

Hon. Mr. MABEE.—What land?

Mr. FIELD.—If they open up another street through there.

Mr. FOSTER.—If you close one you divert the other.

Hon. Mr. MABEE.—If you could not agree among yourselves, I suppose we would have to try and say what we thought would be fair about it.

Mr. FIELD.—The cost would not be divided?

Hon. Mr. MABEE.—Not necessarily divided, but distributed.

Mr. GILLEN.—It would only mean land damages on one side, and it would give them safer protection.

Hon. Mr. MABEE.—There is no doubt about that.

Mr. GILLEN.—If you are not going to have a subway, the safest other plan should be adopted.

Hon. Mr. MABEE.—That will remain, and they can think it over.

Mr. GILLEN.—Forty per cent out of The Grade Crossing Fund.

Hon. Mr. MABEE.—I said twenty per cent. on each. That is the way the statute puts it. They will be separate orders.

Consideration of the Question of Protection at the level crossing of the Canadian Pacific Railway at Prud'homme Avenue, Notre Dame de Grace, Que.

At the time the question of the consideration of the protection to be provided at this crossing was first brought to the notice of the Board, the crossing was protected by gates and a watchman; and under the direction of the Board the crossing was inspected by its Engineer. Later, and after several hearings, the Chief Commissioner delivered the judgment of the Board.

Judgment, Chief Commissioner Mabee, February 22, 1912.

An Order may go in this matter giving the Canadian Pacific Railway Company leave to construct a sub-way on Decarie Avenue upon plans to be approved by the Board's Engineer. There may be some changes, and some changes will necessarily be required from the plans that are now filed. The scheme will also include the diversion of Prud'homme Avenue from the north into Decarie by means of Western Avenue . Proper grades, and all that, must be provided for in the plan.

After Prud'homme is diverted into Decarie in that way the level crossing at Prud'homme will be abolished.

The cost of this work will be divided as follows:—

Ten thousand dollars may be paid out of the Railway Grade Crossing Fund, and the balance will be distributed in the proportion of one-fifth to be paid by the city and four-fifths by the railway company.

All of the lands that are injuriously affected by the depression of Decarie Avenue for the construction of the sub-way, or lands that are injuriously affected by reason of the closing up (if any such there be) of Prud'homme Avenue and its diversion will form part of the cost of the work. Compensation must be made to all owners who are injuriously affected, and added to the total.

Prescott and Ottawa Train Service.

Complaint was made that the train service between Prescott and Ottawa was unsatisfactory, and the application was for an Order directing the company to provide additional passenger train service.

Judgment, Chief Commissioner Mabee, January 9, 1912.

It is reported to the Board that with the use of a helper out of Prescott and Ottawa the way and through freight can be handled with the present train crew. If this is so, there seems no good reason why the passenger service should not be improved; indeed, I think this latter service should be taken better care of even at additional expense of operation. The days of mixed trains, except under very exceptional circumstances, in new districts or upon pioneer lines, should be numbered. It would seem that there is considerable freight traffic upon this line; the passenger traffic is said to be light; this being so, more attention is given the former than the latter. The complaint seems to be one of long standing, and, apparently, cannot be adjusted without the Board's interference. I have always been loath in interfering

with train time-tables; the adjustment of these lie so peculiarly within the knowledge of the railway officials, and, upon the whole, Canadian Railways strive to give good passenger service. I think, however, in this case the applicants have made out a case for relief, and the Board must interfere.

We find the fact to be that the passenger service is now inadequate and can easily be improved. The railway company must institute a service providing two passenger trains per day each way between Ottawa and Prescott timed about as follows:

Leave Ottawa, 7.45 A.M.	Arrive Prescott, 9.45 A.M.
4.00 P.M.	6.00 P.M.
Leave Prescott, 8.15 A.M.	Arrive Ottawa, 10.15 A.M.
3.15 P.M.	5.15 P.M.

I do not hold the company to exactness in the above time, and if in the preparation of time-table difficulties occur regarding the above, they can be adjusted by the company and the Board.

There is, apparently, no desire on the part of the applicants to have any undue hardship imposed upon the company in this matter, and if the company desires, it may, upon all proper records being kept, apply to the Board at the expiration of one year from the time above service has been in effect, to vary this Order.

In arriving at the foregoing conclusion, some regard has been had to the fact that this was previously an independant line of railway, and was operated for years as such, during which time it was said there were much better passenger facilities provided than at present. In answer, it was contended that the construction of new lines had diverted the traffic from this road. The fact remains, however, that it traverses a most important section of territory and is the only means of access to Prescott and Ottawa from a large and populous area.

The new time-table must take effect not later than February 10, 1912.

Assistant Chief Commissioner Scott and Messrs. Commissioners Mills and McLean concurred.

Order in accordance with the judgment issued accordingly.

Complaint of W. A. Stewart Napierville, P.Q., and the village of St. Cyprien, P.Q., Regarding Inadequate Accommodation and Unsatisfactory train service furnished by the Napierville Junction Railway Company. Files Nos. 12070 and 11095.

Oral Judgment delivered by Chief Commissioner Mabee, at the conclusion of the hearing at Montreal, May 19, 1911.

This is a matter of some importance. It has been very elaborately discussed and probably we have got the facts as fully before us now as we ever will have, and we may as well dispose of it at once.

The parties to the proceedings are Mr. Stewart and this municipality, the applicants, and the respondents are the Napierville Junction Railway Company, the Quebec, Montreal and Southern Railway Company, and the Delaware and Hudson Company.

The only point that we propose disposing of now is whether the Parliament of Canada has jurisdiction over the portion of this road known as the Napierville Junction Railway, because with reference to the various complaints that have been advanced, and which appear upon the file and in the discussion, it is the intention of the Board to refer them to its officers with a view of having the matters complained of investigated upon the spot, and not to dispose of them at this time.

Now, as to the question of jurisdiction, it is contended that the Parliament of Canada has no jurisdiction over the Napierville Junction Railway, and consequently can delegate no control over that road to this Board.

The Napierville Junction Railway is admittedly a road incorporated by a statute of the province of Quebec. It was constructed under that statute from St. Constant Junction to a point upon the boundary between the province of Quebec and the state of New York. After being finished the controlling interest in the stock of the road passed to the Delaware and Hudson Company. We have not before us the exact details connected with the construction, but it is admitted now that the Delaware & Hudson Company holds a controlling interest in the stock of the Napierville Junction Railway Company.

After that road was completed from St. Constant Junction to the International Boundary, an agreement was entered into between the Delaware and Hudson on the one hand and the Napierville Junction on the other, dated the 1st of July, 1909, making provision for the carriage of through traffic, and for the operation of a continuous train service between Rouse's Point and St. Constant—not St. Constant Junction, but St. Constant.

Under that agreement it is recited that the Delaware and Hudson is constructing a section of road one and one-tenth miles in length extending from Rouse's Point northerly to Rouse's Point Junction, Rouse's Point Junction being upon the International Boundary, at the termini of these two roads.

That agreement—a copy has been filed—provides first, among the recitals, that the Delaware and Hudson has recently constructed this one and one-tenth miles I have just referred to. Then, "that the Napierville Junction Railway owns and operates a line of railroad from the southerly line of the province of Quebec, at Rouse's Point Junction aforesaid, to St. Constant, in the province of Quebec, and there connecting with other lines. And whereas it is desirable that a connected line for continuous transportation between Montreal and other points in the Dominion of Canada and the United States be established and continued over the lines of railroad of both the said companies. Then a recital that "there is no existing stations or terminal facilities at Rouse's Point Junction, while the Delaware and Hudson has long since established and now maintains such facilities at Rouse's Point, and it is deemed desirable that such facilities could be conveniently made use of in connecting the continuous operation of the connected line thus established." And "it is mutually agreed that all the transportation in both directions over the said connected line between Rouse's Point Junction and Rouse's Point shall be so operated that the trains coming from or going to the railroad of the Napierville Junction Company shall be moved continuously to and from Rouse's Point or Rouse's Point Junction without breaking trains, unloading cars, or change of working force; that these trains operated between Rouse's Point Junction and Rouse's Point shall be operated by the Delaware and Hudson Company, and shall be purely Delaware and Hudson trains, subject to the sole control and regulation of the Delaware and Hudson Company." That, of course, is between these two points in the state of New York. "Such trains, however, shall be manned by the same conductors, engineers, trainmen, and other persons as those to be employed by the Napierville Company in carrying such trains over its line north of Rouse's Point; but such persons while engaged in such transportation between the two said points shall become absolutely employees of the Delaware and Hudson alone, and be subject wholly to their rules and regulations. None of the employees conducting such through operation north of Rouse's Point shall be employed by the Delaware and Hudson for the purpose of operating its own railroad south of Rouse's Point, except by mutual agreement between the parties in that behalf." Under paragraph two the "cost of conducting transportation and of maintenance and equipment in respect of such continuous trains and transportation shall be divided between the two parties hereto in proportion to the train mileage over their respective railroads between Rouse's Point and St. Constant." Then provision is made in paragraph four that on account of the Delaware and Hudson maintaining terminal facilities at Rouse's Point, in the division of through

rates, they shall be allowed an arbitrary mileage of three miles on freight business and two miles on passenger business.

Now, if we understand that agreement correctly it means this: That there shall be a continuous train service without break between Rouse's Point and St. Constant: that the expense of operation shall be divided upon a mileage basis between the two companies; that the receipts shall be divided upon a mileage basis, except that in order that the Delaware and Hudson may be properly compensated for the use of its terminals at Rouse's Point, its participation in the receipts on freight business shall be upon the basis of three miles, and of two miles on passenger business.

The Napierville Junction Railway Company, it is admitted, has no rolling stock. It has no officers or officials distinct from the officers and officials of the Delaware and Hudson Company and the Quebec, Montreal and Southern Railway Company. The offices of the Quebec, Montreal and Southern and the Delaware and Hudson and the Napierville Junction are common offices in the City of Montreal. It was stated. I think, that the expense incident to the maintenance of the officers was apportioned between the three companies. The Quebec, Montreal and Southern Railway Company has no physical connection with the Napierville Junction Railway. The controlling interest in the Quebec, Montreal and Southern Railway Company, it is admitted, is held by the Delaware and Hudson Company. So that we have, as it were, the Delaware and Hudson, the parent company, owning a controlling interest in the stock of both the Quebec, Montreal and Southern Railway and the Napierville Junction Railway, the Delaware and Hudson Company maintaining, in the City of Montreal, a common office for its own purpose, as well as for the purpose of the two subsidiary companies, the Quebec, Montreal and Southern and the Napierville Junction Railway Companies, and common officers attend to the affairs of these three companies of Canada.

The freight bills, the way bills, the cheques, the tickets, the time-tables, and the line, in connection with the operation of the Napierville Junction Railway are all issued in the name of the Quebec, Montreal, and Southern. A local time-table is filed of the Quebec, Montreal, and Southern Railway, and on the back of it is the time-table of the Napierville Junction Railway. Tickets are issued in the same way. Some of the bills show the Quebec, Montreal and Southern at the head, and they have on them in addition to that the name of the Napierville Junction Railway Company. Here is one freight bill, dated August 30, 1910, showing a charge of $1.32 to Quebec, Montreal and Southern Railway Company, debit, and underneath it is Napierville Junction Railway for transportation charges.

We are asked upon this state of facts to try and say whether the Napierville Junction Railway is a separate and distinct corporation operated independently from these other railways are still remaining under the control of the legislature of the province of Quebec, and through it subject to the jurisdiction of the Public Utilities Commission of this province, to which the provincial legislature has delegated the control of certain provincial corporations.

Now, first of all, it seems to us that the Napierville Junction Railway is operated by the Delaware and Hudson Company through its agent and subsidiary company, Quebec, Montreal and Southern. It seems impossible to come to the conclusion that there is any separate organization connected with the Napierville Junction, or that there is any separate management. The moneys all go into a common purse, and the earnings of the Napierville Junction and the Quebec, Montreal and Southern, so far as we have been informed, go into a common purse, and the officials representing the Delaware and Hudson see that after the proper division of transportation expenses the moneys reach the proper quarter. It is all, it seems to us, a question of book-keeping in the way the matter is worked out.

So much for the business end of this discussion.

Then, upon that state of facts, has the Parliament of Canada delegated to this Board any control over the Napierville Junction Railway Company?

In the first place, with reference to that, under a subsidy agreement, which has been filed, dated the 10th day of October, 1906, it appears that the Napierville Junction Railway Company receive from the Federal Treasury a subsidy of $3,000 a mile upon the terms contained in that agreement. Under sub-section 3, of section 258 of the Railway Act provision is made that where a railway, "whether subject to the legislative authority of the Parliament of Canada or not, is subsidized in money or in land after the 18th day of July, 1900, under the authority of an Act of the Parliament of Canada, the payment and acceptance of such subsidy shall be taken to be subject to the covenant or condition, whether expressed or not, in any agreement relating to such subsidy, that the company for the time being owning or operating such railway shall, when thereto directed by order of the Board, maintain and operate stations with such accommodation or facilities in connection therewith as are defined by the Board at such points on the railway as are designated in such order."

Just how far St. Constant Junction is from St. Constant, referred to in the agreement between the Delaware and Hudson and the Napierville Junction Companies, I do not know; but complaint is made here that at St. Constant Junction there is no station. St. Constant Junction is the terminus of the Napierville Junction Railway, where it joins, I understand, with the Grand Trunk or some other road. It is said that at that terminus there are no facilities whatever for the accommodation of either passengers or freight. So it is perfectly clear to us that under section 258 the acceptance of this subsidy in 1906 constituted an attornment by this company, if we may be permitted to use the expression, to the jurisdiction of the Parliament of Canada, with reference to the matters at any rate specifically set forth in subsection 3, of section 258. That is, the acceptance of that subsidy was subject to the covenant or condition, whether expressed or not, in that agreement, "that the company for the time being owning or operating such railway," &c. Now, what company owns this railway? We think, under the peculiar circumstances here, it must be held that the Delaware and Hudson owns it. What company operates it? The Delaware and Hudson equipment, both passenger and freight, are used upon it. The trainmen, it is said, have badges on their caps, both of the Quebec, Montreal and Southern and Napierville Junction Companies. The agreement, it is true, provides that when they are on the Napierville Junction Railway they shall not be regarded as the employees of the Deleware and Hudson; but yet they are paid out of a common fund. The Quebec, Montreal and Southern cheques go to the employees upon this road: the Quebec, Montreal and Southern is acting as the agent in the operation of the road for the Delaware and Hudson; the moneys are in truth and in fact ultimately the moneys of the Delaware and Hudson, after, of course, distributing, as between the Napierville Junction and the Delaware and Hudson, the expense of operation, and the division of the receipts upon a mileage basis, with the provision for the increased mileage upon the portion between Napierville Junction and Rouse's Point, or at least, the termini of the two roads upon the International Boundary. So it would seem that the Delaware and Hudson falls within paragraph 3 of 258 as being the company which owns or operates this section of this road.

Now, the Board is delegated by Parliament to require a company, under such circumstances, to maintain and operate stations. So it would seem to be clear here that no matter whether we are wrong in holding that the Delaware and Hudson owns the Napierville Junction Railway, or whether we are wrong in holding that the Napierville Junction Railway is operated through the medium of the Quebec, Montreal and Southern by the Delaware and Hudson, if we are wrong in both these conclusions, still, if the true effect be, as contended, that the Napierville Junction is a distinct and separate entity, that it is not owned by the Deleware and Hudson, and that it is not operated by either of them, but that it is operated by the Napierville Junction Company, we have authority to require the Napierville Junction Company to "maintain and operate stations, with such accommodation and facilities in connec-

tion therewith as are defined by the Board, at such points on the railway as are designated in the order."

It would, therefore, seem that in any aspect of the matter parliament has delegated to the Board authority to require one, or some, or all of these aggregations or corporations to construct, if it is thought a facility which should be given to the people in that locality, a station at St. Constant Junction, or at such other points on this line of railway as the Board deems right, and to maintain and operate the same "with such accommodation or facilities in connection therewith as are defined by the Board."

We have, therefore, come to the conclusion, in respect to that feature of the jurisdiction, that we have authority to require the maintenance and operation of stations upon this section of road called the Napierville Junction Railway, and the complaint as to that will be referred to one of the Board's officers to investigate upon the ground, and see whether the complaint is well founded, and whether the maintenance and operation of a station at St. Constant Junction is a facility that should be provided for the people in that locality.

Now, with reference to the second branch of this contest, namely, the construction to be put upon paragraph II of the amendment to the Railway Act, 1909.

The history of that section was this: Out in British Columbia a provincial charter has been issued to a road called the New Westminster Southern Railway, running from the International Boundary between British Columbia and the State of Washington, to New Westminster. The control of that short section of road passed into the hands of the Great Northern Railway, and it used for some years that section as a link in the operation of its through passenger and freight traffic between Seattle and Vancouver. Complaints came to the Board with reference to the facilities that were being afforded to the people in that section of British Columbia between the International Boundary and New Westminster. The trains of the Great Northern refused to stop, the company, it was said, paid no attention to local traffic. The road had been bonused by the legislature of British Columbia, and by some of the municipalities through which it passed, but when it ceased to be operated as a local undertaking it became a link in the through line of the Great Northern Railway, it was given over entirely to through traffic accommodation, and no facilities whatever, or at any rate we thought no reasonable facilities were being afforded by the railway to the people in the district, for whose convenience and benefit the road had originally been constructed. The Board was asked to compel the Great Northern Railway to construct a shelter or station at a certain point upon that line, and stop there to set down and take on passengers. It was contended that the road was a provincial corporation. It was argued by the counsel for the Great Northern, when the case was heard out at the coast, that it was still a separate entity and a provincial road, and under the control and subject to the legislative authority of the British Columbia Legislature, and that the Board could make no order. An order was made, however, that the Great Northern Railway Company should construct this small station and locate it as a place to take on and set down passengers. An application was made to a judge of the Supreme Court for leave to appeal from that order, and before the application for leave to appeal came up, Parliament passed this amendment. The judge of the Supreme Court, to whom the application was made, having this amendment pointed out to him, refused to grant leave to appeal, and held that this section applied to the situation that I have just described.

Now, if it applied to the situation that has just been referred to, it seems to me it applies with equal force to the situation here. It does not seem to me that the two cases are at all distinguishable. We had, in the case of the Great Northern, its own trains running over the provincial road, the company still being maintained as a separate entity; and we have got here the case of the trains of the Delaware and Hudson running over this road, it still being maintained as a separate entity. It was

thought that this section applied to the case of the Great Northern, and we think it applies to the facts developed here, and that the Delaware and Hudson is within the provisions of this section.

It seems to me to be perfectly clear that that must be the result. "The provisions of the Act shall apply to all railway companies incorporated elsewhere than in Canada." It was intended to apply to a foreign railway "owning, controlling, operating or running trains or rolling stock upon or over any line or lines of railway in Canada, either owned, controlled, leased or operated," and so on. The illustration given by Senator Beique, that if that broad construction were put upon it, it would make a Provincial railway subject to the Federal control, if it permitted the cars of foreign lines upon its rails, does not seem to me to apply. I do not think the application of it could be carried that far, because it is intended to apply only to such lines of railway where those lines of railway have passed either by sale, by lease, or by control of stock to a railway incorporated elsewhere than in Canada.

I am alive to the strength of the argument advanced by Senator Beique, that the Railway Act makes provision whereby Federal control may be acquired over provincial railways, namely, by declaring any such railway to be a work for the general advantage of Canada. I am, also, familar with the comments that were made upon that feature of the case by the Judges of the Supreme Court in the case of the Montreal Street Railway Company and the Montreal Park and Island. But it seems to me that this is a case quite different from the through traffic features of the case just referred to. Here is a case where a line of railway has passed into foreign hands; where it has either been sold out and out, and become absorbed, if you will, and forms part of the foreign line, or where it has been leased; or where it is operated by the foreign road; or where the foreign road has obtained control of the stock; or where it has obtained control of that road by any means whatsoever. Parliament, we presume, thought in that case, it being an International matter, that Federal control should apply. It is not for us to sit in judgment upon either the wisdom or the power of Parliament to so define or delegate. We have laid down in other cases that Parliament hands this to us as an instruction. We do not assume to ourselves the right to either criticise the policy or discuss the power. We are sitting here merely as an executive body to carry out the direction of Parliament, and there is another means provided by the procedure whereby parties may obtain redress, if Parliament has exceeded its authority.

In the result, we come to the conclusion that this section applies to this situation, and that the Delaware and Hudson and the Quebec Southern are both subject to direction in connection with the proper maintenance of train service and facilities upon this section of the line.

The matter will be referred to the Board's Chief Operating Officer to inspect and report which, in his view of these complaints, is well founded. The Board will reserve the disposition of the matter until the Chief Operating Officer reports, and upon his report such an order will go as the Board deems proper.

In the meantime, the matter being regarded as of some importance to the interests who are opposing it, the formal inspection will be delayed for a reasonable time to permit application to be made to a Judge of the Supreme Court for leave to appeal from the holding of the Board that this Act applies, if counsel is advised that that course should be taken. We will delay the issue or any formal order for say a month, if that will be long enough.

Senator BEIQUE.—Yes.

Hon. Mr. MABEE.—To enable the matter to be placed before a Judge of the Supreme Court for review, if that course is decided upon.

SESSIONAL PAPER No. 20c

Re Napierville Junction Railway, Delson Junction.

As the outcome of the complaint of W. A. Stewart of Napierville Junction against the Napierville Junction Railway Company, (*See* judgment Chief Commissioner Mabee, May 19, above), the Board decided that a new station should be erected and maintained at Delson Junction, and the Canadian Pacific Railway Company was made a party to the application and called upon to show cause why it should not join in the erection of a station at this point.

Judgment, Chief Commissioner Mabee, November 10, 1911.

I think that the best disposition of this case will be to require the Napierville Junction Railway Company to construct the station at its own expense, the same to be located down in the triangle near the Grand Trunk right-of-way. The building and platforms will, it is said, occupy land of the Grand Trunk Company, the Canadian Pacific Railway Company, as well as Napierville Junction land. The latter must have leave to locate it upon the land of the other companies to the extent that may be necessary to serve the travelling public, at that point, to the best advantage.

I quite appreciate that the Grand Trunk Railway Company is not as yet a party to this proceeding, and no order should be made in the absence of that company, and if any objection is made—which one would hardly expect—by that company to this disposition of the matter, then the Grand Trunk Railway Company may be added and their objections heard.

The station and the facilities connected with it will, of course remain the property of the Napierville Junction Railway Company, and it shall be at liberty to remove it at any time that such removal may be proper and rendered necessary, notwithstanding it is partly upon the Grand Trunk and Canadian Pacific Railway Companies' land.

Reasons occur to me why it would be both fair and unfair to ask the Canadian Pacific Railway to contribute to the erection of this station, and I think the best ground to put the conclusion on that it should be built solely at the expense of the Napierville Junction Company is that, if there were no junction at all at this point, the latter company would have to construct a station there to provide for local business originating at or destined to that place; the Napierville Junction Company to file plans at once for approval and construct the station within two months, unless inclement weather prevents.

Assistant Chief Commissioner Scott and Messrs. Commissioner Mills and McLean concurred.

Eby et al and Grand Trunk Pacific Railway Company.

Heard at Prince Rupert, B.C., August 19, 1911.

Judgment, Chief Commissioner Mabee.

Some forty or fifty persons petition the Board for an order directing the Railway Company to erect and maintain a station at Kitsumkalum, and Mr. B. C. Jennings, road superintendent of Prince Rupert District, applies for the establishment of a siding and flag station at Stewart's Landing at the mouth of the Copper river. The two applications are somewhat connected, were heard together, and may be so disposed of.

The railway crosses the Kitsumkalum River at about mileage 89.5 from Prince Rupert. The first station beyond or north of this river is Littleton at mileage 94.5. Eby and his associates want a station at or near mileage 90 or at a point about one-third of a mile north of the river.

Two serious objections exist against this location. The track comes off the bridge over the river on a 4-10th grade, and this continues for two or three miles, so the location of a station at the point asked would involve a yard on a 4-10th grade or else the bridge would have to be raised and a very large amount of filling done.

A main wagon road comes down to the Skeena river from the northwest and this railway crosses at about the point the applicants want the station located. This highway would either have to be diverted or the crossing would be left either through or at about the neck of the yard.

The Board could not require a company under any ordinary circumstances, to locate a station on a grade of this character, with a bridge over a large river at one end of its yards, and so we are unable to grant this application.

With regard to the application for a flag station at Stewart's landing, this place is just at the mouth of the Copper river which flows into the Skeena from the east, the railway being located along the west bank of the latter river. The company proposes locating a station at mileage 100, and this on the time-table is called "Copper River," although it is known locally as Newtown.

We have already determined that the company's location at Littleton is well selected. Their Copper river station is about seven miles on, and so the request is that the company establish another station between those two points or about three miles northerly from Littleton and about two miles southerly from Copper river.

I am not aware of any case where the Board has required the establishment of a station within two or three miles of another one. We have had applications of this sort from old and thickly settled localities, but the same have been declined. We had an opportunity of inspecting the points in question. There is but little clearing done and only a few houses to be seen, but some of the witnesses seemed to be under the impression that they were entitled to have a station on every farm if they so wished. If stations were located at Kitsumkalum and Stewart's landing instead of at Littleton and Copper river, no doubt a good many people would be convenienced, but about an equal number would be inconvenienced unless the company were required to locate stations at all four of the points in question, which would mean four stations in less than eleven miles, and this would be absurd.

We think the locations proposed by the company should not be interfered with.

Mr. Commissioner McLean concurred.

Petition of the residents in the vicinity of Kipp, Alberta, for an Order directing the C.P.R. to instal station on S.W. quarter Section 29, Township 9, Range 22, W. 4th Meridian, Alberta. (File 15200).

Judgment, Mr. Commissioner McLean, September 22, 1911.

Consideration of the matter on the ground confirms the position already taken by the Board in the matter of the location proposed by the railway.

The hearing at Kipp developed the same diversity of opinion as to the most satisfactory location that has already been developed in the petitions received by the Board. In the meantime, the people of the neighbourhood are suffering from lack of adequate station facilities, and, in the general interest, the question should be settled. Between the original proposed location at or near the Hannan property and the present location of the station as proposed by the railway, there is a distance of approximately 3,100 feet. I am of the opinion that if a station were located somewhere near the road which crosses the track in a north and south direction, about 1,300 feet, as shown on the plan, west of the proposed location, it would reasonably serve the traffic of the district.

Chief Commissioner Mabee concurred.

Kelly v. Grand Trunk Pacific Railway Company.

Judgment of the Board delivered by Chief Commissioner Mabee at the hearing, December 19, 1911.

We are all of one opinion with reference to this matter. The Grand Trunk Pacific, in filing its location plan, which was approved by the Board, located station grounds on lot 882. That plan was approved showing that location as a station ground.

Later on it entered into negotiation with the then owner of lot 882, and some considerable correspondence has taken place between them, to all of which it is not necessary to refer, but one letter to the predecessor in title of this applicant, dated 20th June, 1910, states that it has been decided to reduce the area of the right of way and station grounds through lot 882, so that there will be 29.08 acres as shown on the accompanying blue print. That is from the land commissioner to Mr. Wheeler, showing that the land commissioner was negotiating with Wheeler for the conveyance of a right of way through lot 882 and enough land in connection with the right of way to establish station grounds at that point. They took a conveyance from Wheeler for the amount of land required for right of way and station grounds, and later on commenced to negotiate with Wheeler with reference to exploiting a townsite at that point. A clause in the letter that I have just referred to, of the 20th of June, is as follows: "Please say whether you would like to join with the company in a townsite at this point."

It is now suggested that all that they were dealing about was sufficient land to put a siding in. It is idle to say, in the light of this correspondence, that there was no other object in view except the getting of enough ground for siding purposes; whoever would think of locating a townsite at a siding without any station facilities?

Apparently the railway company was unable to get from the owner of the property a conveyance, as they were requesting, of a half interest in the land for a townsite.

Later on the company decided to locate a station at some other point. The counsel for the Grand Trunk Pacific says that he does not know whether they obtained from the owners of lot 851, to which they were proposing to move their station, a conveyance of the land there for a townsite, but in a copy of the *Daily News-Advertiser*, dated November 15, the Grand Trunk Pacific is advertising for sale the land for a townsite on lot 851. So no doubt they succeeded in getting from the owner of lot 851 what the owner of lot 882 refused to give them, and it does not require much knowledge of these affairs to justify the conclusion that that, and that alone, was the moving cause in changing the location of the station, or at least in attempting to change the location of the station from lot 882 to lot 851.

In connection with the advertisement that has been referred to and which is apparently made an exhibit to an affidavit of Mr. Kelly's in some proceedings in the British Columbia Supreme Court, there is a letter from the Land Commissioner, dated November 6. It is headed "Notice to the Public," given out, of course, for the purpose of assisting in the disposal of lots at that point. "The Grand Trunk Pacific townsite, South Hazelton, is situated on lot 851 and it is the intention of the company to build a station on this townsite in the spring of 1912."

On the face of that a letter is presented to us from the general manager of the railway in which he expressed the idea that this matter would hardly be considered seriously by the Commission; that there was no railway, I think it was said, within 100 miles of this point.

It seems to me that this man with whom this contract was made, and whose lands the railway company obtained for the location of a station on lot 882, is in no way proceeding with haste when he discovers that the company in effect repudiate their agreement, and are advertising the lands for sale in a townsite in competition with what I presume he is trying to exploit on lot 882, and on which they promise the public that a station will be built in the spring of 1912, within three or four months.

Now it is perfectly apparent that there is only one thing to be done in this case. This company has got to carry out its agreement. It is a public scandal that a railway corporation should go about the country and obtain conveyances of this kind under false pretenses. If a private individual had done what this company through its officials have done, he would probably be landed in the penitentiary. At any rate he ought to be in the penitentiary. The land was obtained through the grossest deceit on the part of the representatives of this company, and it is a breach of faith of the worst character that they should attempt to repudiate their contract. It is true the time is not yet ripe for the construction of a station. The road is not yet built. It is not ready to open for traffic, but an order may go requiring the Grand Trunk Pacific Railway Company to construct and have ready for use by the public a station (the plans to be filed and approved by the Board's engineer) on lot 882, where it was intended originally to construct it. That station must be ready for operation at least as soon as the road is open for traffic.

An order may also go refusing the application that was filed with the Board on December 11, for the location of station grounds and a station on lot 351, and restraining the Grand Trunk Pacific Railway Company from the location of a station at that point. It is out of line with what they originally intended to do, done with bad motives, and it is done in violation of their solemn contract with the predecessor of Kelly in title.

An appeal to the Governor in Council was taken by the railway company and the matter was referred back to the Board for a rehearing.

After the hearing, the judgment of the Board, delivered by Mr. Commissioner McLean, confirmed the previous Order in so far as the location of the station on lot 882 is concerned, but varied the terms of that Order by granting leave to the railway company to apply for the approval of the location of a station site which would serve the Hazelton people.

Accommodation at Rutter Station on the C.P.R., Sudbury Branch.

The facts are recited in the Judgment of Mr. Commissioner Mills.

Judgment, Mr. Commissioner Mills, January 16, 1912.

Rutter is a station on the Canadian Pacific Railway (Sudbury branch) about 37 miles south of Sudbury and six miles south of French, another station on the same line. Rutter and French have all the equipment of regular stations—waiting-rooms, rooms for telegraph operators, freightsheds, platforms, &c.

When the line was opened for traffic, an agent was placed in charge of Rutter station and the business thereat; and all seemed well till an agent was installed at French to look after the shipping from a sawmill and attend to other business in that locality. Then some of the Rutter business was transferred to French; and, on the 1st May, 1911, the company removed the agent from Rutter, made Rutter a flag station, and arranged to keep a telegraph operator there at night to look after its night train service.

In anticipation of the change at Rutter, 160 petitioners of Monetteville, Cosby, and Rutter—professing to represent a population of about 2,500 people who are dependent on the station at Rutter, being cut off from French by the French river, which runs between the stations—appealed to the Board on the 22nd of April, 1911, against the removal of the agent from Rutter, alleging that a large (or at least a very considerable) amount of passenger, freight, and express business was done at Rutter; that the mail for five post offices in the district was regularly delivered at Rutter; and that the removal of the agent from that station would cause great inconvenience to a large number of people (over 250 families) and involve the business portion of the community in serious loss from the exposure of goods night and day, in open sheds, to the depredations of thieves who would be at liberty to steal without the slightest risk of detection.

In responsense to the appeal of the petitioners, the Board sent one of its inspectors to make careful inquiry as to the facts, circumstances, and conditions at the station in question; and the following are extracts from his report, made on the 22nd December, 1911:

"On my arrival at Rutter, on the 19th December, 1911, I found the freight shed nearly full of freight of various kinds; both the side and end doors were wide open to any person wishing to remove the freight; and no person was in charge. On the morning of December the 20th, I called at the station and found several teams being loaded, every person picking out his own material."

"I noticed an empty chocolate pail, addressed to T. N. Desmarais, the contents of which had all been removed by unknown persons. There was also a barrel of syrup from which the head and over half of the contents had been removed; and what was left was mixed with dust and dirt which had fallen into the barrel, making the remainder of the contents unfit for use. The following is a list of beer and liquor missing from a shipment addressed to N. Perron, a hotelkeeper at Cosby: 14 bottles of porter missing, November 7; 20 bottles of beer missing, same date; 3 bottles of Scotch whisky, 1 bottle of brandy, and 7 pint-flasks of whisky missing, 24th November. And Mr. Desmarais informed me that last fall 2 pails of chocolates, 6 pounds of figs, and 3 barrels of apples shipped to him, were stolen before he was aware that the goods had arrived. Nearly every person that I called on had a similar complaint to make regarding the stealing of goods."

"I hired a team and drove to Noelville, which is 14 miles east; and while en route to this point I met 29 teams drawing hay to be shipped from Rutter. I found that Noelville and the surroundings had about 250 families. Mr. Desmarais has quite a large general store and is doing a business of over $40,000 a year. There are a couple of other small stores and a custom sawmill. When returning to Rutter, I met 14 teams heavily loaded with merchandise on their way from Rutter station. There were also three teams at the freight shed loading freight for Noelville, and two other teams unloading freight from box cars."

"The night operator has nothing to do with the freight shed or receiving and delivering freight, selling tickets, or checking baggage."

"The night I was there 19 or 20 passengers boarded train No. 25 for Sudbury and points west of Sudbury, and also for North Bay and other points east, without tickets or having their baggage checked."

"The railway company has added over 20 feet to its freight shed, which would seem to show that the business at Rutter is increasing."

"There should be a better roadway to the freight shed. It would require only two or three cars of ballast or cinders to fill a hole which is opposite the west door of the shed. The place in question is fairly good at the present time, on account of its being frozen; but I was informed by teamsters that in spring and fall it is almost impossible to get to the freight shed on account of the mud."

From a statement furnished, it appears that the revenue from freight and passenger traffic at Rutter station was $4,492.75 for the year ending the 31st of May, 1911. No doubt the earnings in June, July, August, and September are small, but they are very considerable in the winter and spring months; so, counting the freight and passenger traffic and the amounts paid by the Express Company and the Government for express and mail services during the year, we have a sum which, we are informed, is larger than the total revenue from each of several regular stations in the central and eastern provinces of the Dominion.

So much we may say regarding the matter of revenue—admittedly a very important matter, and a matter which must always be carefully considered; but, whatever the revenue from any particular station may be, I think the time has come for putting an end to the practice of placing goods in open sheds, at flag stations or anywhere else, to be stolen as above, or throwing them on the ground and leaving them (as they

are often left) exposed to rain, snow, and thieves. The practice is, to my mind, clearly indefensible, and should be stopped at the earliest practicable date.

There are remedies—reasonably cheap and effective remedies—for overcoming the difficulties which arise in the handling of traffic at flag stations. A remedy has been found by the great Pennsylvania Railroad Company in the United States. A remedy can be found in Canada; and in my opinion, concurred in by the Chief Operating Officer of the Board, is that, in this case, upon the evidence, some given orally and some submitted in writing, an Order should go directing the Canadian Pacific Railway Company to keep a caretaker or attendant at Rutter station, on its line of railway, to receive, protect, and deliver freight, express goods, and mail bags, between the hours of seven a.m. and six p.m. daily, except Sundays—under such control and direction as the said company may think proper; and to see that its conductors sell tickets to people who get upon trains at the said station (single and return tickets) and have their baggage checked, without any extra charge.

Further, I think the company should be requested to improve the road to the freight sheds, as suggested by the inspector.

Chief Commissioner Mabee and Assistant Chief Commissioner concurred.

Judgment, Mr. Commissioner McLean, January 18, 1912.

I agree to the disposition recommended, understanding that, while the wording of the reasons for judgment would seem to import wider considerations, we are concerned simply with a particular case. The situation is that the railway established this station and provided an agent. It has not made an affirmative showing that the removal of an agent, or of an official performing at least in part the duties of such an agent, is justifiable.

Reference is made in the reasons for judgment to the method of caring for freight at flag stations; and I infer that the reference is to flag stations where no Order has been given by the Board as to the installation of an agent. But this, it seems to me, is concerned with a situation entirely distinct from that before us, where the Board is not concerned with the installation of an agent *ab initio*. So far as the caring for freight at flag stations is concerned, the Board has, after due consideration, set out a general policy, which, while it may be a matter for modification, has not yet been modified. The Board in its decision in the flag station case recognized that subject to the limitations set out therein, as well as in the flag stations Order, the companies should not be called upon to appoint caretakers at flag stations. Further, the Board has also recognized, in its Order No. 6242, the justifiability of the railway releasing itself from liability for loss and damage occurring to property after it had been unloaded at a flag station at which there is no agent.

Complaint of the residents of Yale, B.C., against the C.P.R. for blocking their residential streets (on which they have running rights) for boarding cars.

Heard at Vancouver, B.C., August 31, 1911.

Judgment, Chief Commissioner Mabee, delivered at the hearing.

This matter may as well be disposed of now. After this petition came in it was referred to the Operating Department of the Board, and an inspector was sent to Yale, and we have his report, dated the 10th June, dealing fully with these matters covered by this petition, and also certain other conditions that he found to exist at Yale. This custom of letting these cars stand with these gangs of men quartered in them has been apparently discontinued. The condition the inspector found when he visited Yale amounted to a public nuisance. According to his report he says that this complaint of the petitioners, as set forth in the petition, that large gangs of men were quartered in boarding and outfit cars occupying the principal street in the town for four months, is correct. He says that the collection of a great deal of filth was the result, and he reports that the residents of Yale who reside on Douglas

street have suffered a great many inconveniences, and that their children and themselves were scandalized many times during these four months. He deals further with the exposure of the person of these people living in the cars in the public street during this period, and it seems to me, if this report is well founded, that the condition of affairs was perfectly intolerable, and that it is a wonder the people there did not resort to almost any means to rid themselves of this nuisance that was being imposed upon them. It is satisfactory to know that it has been discontinued, and I think one may take it for granted that that condition of things, now that it has been brought to the attention of those responsible in connection with the management of this railway, will not be permitted to exist again.

With reference to these other grounds of complaint, and also certain matters not covered by the petition, our officer reports that a suitable and safe crossing should be given to the residents on the north side of Douglas street between Albert and Regent. He reports that the ditches complained of should be filled up and levelled with the street as formerly. Other means of drainage can be provided by the comapny if they find it necessary. He says with reference to these ditches that they were constructed some six years ago, and that prior to that time there were no ditches. Now the residents on the north side of Douglas street and east of Albert have to cross the tracks and ditches as best they can, no provision having been made to give them access to their premises. If that is the condition of affairs, it must be rectified, and one clause of the Order may provide that the company shall furnish a suitable and safe crossing to the residents on the north side of Douglas street between Albert and Regent, and that the ditches referred to shall be filled up and levelled with the street as they formerly were.

With reference to the telegraph poles, it is reported that these poles, numbering seven, are on the street, and one is placed in the centre of Albert street, and he says these poles impede the free use of the street, and he recommends that these poles be placed in their former position on the north side of the track. He says such a large portion of the street is occupied with tracks that the poles in their present position impede the free use of the street and after dark are dangerous. Now, with reference to that, the Order may require the removal of these poles and the placing of them in their former position on the north side of the street, and that none of the poles shall be placed on cross streets, as the inspector says is at present the case at Albert street.

Then the statute imposes upon the company the obligation of limiting the speed of trains to ten miles an hour, and a clause may be embodied in the Order requiring the company to observe the statutory limitation of speed.

There is no report made to us with reference to the platform, and its being too short or dangerous, nor is anything contained in the written complaint with reference to that, and consequently no Order will be made dealing with the question of the platform. It may, however, I think, almost be taken for granted, that now having been brought to the attention of the company, it will not be necessary for these people in Yale to be further bothered about it. ..... and that the company will of itself see that the platform is put in a safe condition and if it is too short, lengthened.

These changes should be made within sixty days from this date.

Petition from the farmers in the vicinity of Staunton, Alberta, for an Order directing that sufficient switching accommodation be provided for the handling of grain at that point, by the C.P.R. (File 17522).

Judgment, Mr. Commissioner McLean, September 30, 1911.

Application is made for a siding at Staunton which is a point a short distance east of the Old Man river on the Crow's Nest branch of the Canadian Pacific Railway. The Old Man river which crosses the railway between Pearce and Monarch

bends in a northwesterly direction, again crossing the line which leads to Aldersyde at a point a short distance west from MacLeod. The stations Pearce and Monarch are 7·4 miles apart. Staunton is located between them 3½ miles west of Monarch. In the answer of the Canadian Pacific Railway Company it was contended that shipping facilities were available for the petitioners in question either from Pearce or Monarch.

It is stated that the application covered by the petition for these facilities represents a land-holding of some 24,000 acres. Most of the farmers who signed the petition live to the north and northeast of Staunton. In hauling their grain to Monarch, they claim they have to pass Staunton, go down to Staunton and back, a distance of about 9 miles. They say that if they had siding facilities at Staunton, they would be able to make two trips where they make only one at present.

It appeared in evidence at the hearing at Kipp that the Old Man river was not fordable at any point near Staunton, and that no traffic bridge existed nor was there any ferry available; consequently the petitioners were not able to make use of the facilities at Pearce. Various petitions have been presented to the Provincial Government for the construction of a bridge, but it was stated by the solicitor for the applicants that there had been absolutely no result, except an intimation from the Public Works Department that a bridge could not be built. Apparently there were conflicting petitions presented to the Government in regard to the location of this bridge.

It was stated, further, that the petitioners who desire facilities at Staunton find that there is a heavy up-grade crossed at this point by coulees, which make it difficult to haul grain to Monarch.

It has to be recognized that under present conditions the only shipping point available within relatively easy access for the petitioners is Monarch. The Carmangay branch runs northwesterly some distance east of where the petitioners are located, but it was not stated in evidence by the petitioners that use was made of this for shipping nor was it so claimed by the railway. The whole matter narrows itself down to the question: have reasonable facilities been afforded by the railway? The distance between Pearce and Monarch does not appear unreasonable. It is true that because of the lack of a bridge the petitioners are unable to haul to Pearce, but that is a condition for which the railway is not responsible. After consideration of what was stated at the hearing and after having had some opportunity of seeing the location of the points in question on the ground, I am of the opinion that it has not been shown justifiable to order the installation of a siding at the point in question.

Chief Commissioner Mabee concurred.

APPENDIX 'D.'

SIR,—I have the honour to submit, for the Seventh Report of the Board, a Memorandum of the Freight, Passenger, Express, Telephone, Telegraph, and Sleeping and Parlour Car Schedules filed with the Board from Nov. 1, 1904, when, by Order of the Board, under the authority of Section 311 of the Railway Act, 1903, the Railway companies commenced filing their tariffs, of March 31, 1911; and from April 1, 1911, to March 31, 1912 inclusive; also, of the more important Orders relating to traffic issued by the Board to March 31, 1912:—

SCHEDULES RECEIVED FROM NOVEMBER 1, 1904, TO AND INCLUDING MARCH 31, 1911.

Freight—			
Local tariffs	4,706		
Supplements	10,358	15,064	
Joint tariffs	8,460		
Supplements	27,109	35,569	
International tariffs	31,099		
Supplements	108,431	139,530	
			190,163
Passenger—			
Local tariffs	4,030		
Supplements	3,246	7,276	
Joint tariffs	1,814		
Supplements	2,726	4,540	
International tariffs	7,518		
Supplements	7,635	15,153	
			26,969
Express—			
Local tariffs	2,523		
Supplements	19,791	22,314	
Joint tariffs	1,516		
Supplements	7,953	9,469	
International tariffs	1,639		
Supplements	812	2,451	
			34,234
Telephone—			
Local tariffs	757		
Supplements	594	1,351	
Joint tariffs	1,171		
Supplements	609	1,780	
International tariffs	419		
Supplements	2,738	3,177	
			6,308

Sleeping and Parlour Car—			
Local tariffs	46		
Supplements	22	68	
Joint tariffs	19		
Supplements	12	31	
International tariffs	24		
Supplements	17	41	
			140
Telegraph—			
Tariffs	74		
Supplements	36	110	110
Combined totals, all schedules			257,924

SCHEDULES RECEIVED FROM APRIL 1, 1911, TO AND INCLUDING MARCH 31, 1912.

Freight—			
Local tariffs	797		
Supplements	2,807	3,604	
Joint tariffs	2,168		
Supplements	6,653	8,821	
International tariffs	6,093		
Supplements	6,630	32,723	
			45,148
Passenger—			
Local tariffs	598		
Supplements	770	1,368	
Joint tariffs	409		
Supplements	712	1,121	
International tariffs	939		
Supplements	1,701	2,640	
			5,129
Express—			
Local tariffs	1,595		
Supplements	6,375	7,970	
Joint tariffs	73		
Supplements	460	533	
International tariffs	54		
Supplements	66	120	
			8,623
Telephone—			
Local tariffs	47		
Supplements	93	140	
Joint tariffs	649		
Supplements	481		
International tariffs	2		
Supplements	582		
			1,854

Sleeping and Parlour Car—			
Local tariffs	1		
Supplements	4	5	
Joint tariffs	1		
Supplements	9	10	
International tariffs	1		
Supplements	11	12	
			27
Telegraph—			
Tariffs	4		
Supplements	22	26	
			26
Combined totals, all schedules			60,807
Grand total			318,731

SUMMARY OF TRAFFIC ORDERS OF GENERAL INTEREST.

March 9, 1904.—Order permitting continuance of reduced fares to clergymen; also to students of universities, colleges and schools, to and from their homes.

No. 237, June 28, 1904.—Reduced rates on oiled clothing, in carloads, from Toronto to Halifax, Winnipeg and Calgary.

No. 101, July 16, 1904.—Canadian Freight Classification No. 12, with Supplement No. 1, and Ruling Circular No. 1, approved.

July 30, 1904.—Order reducing rates on cooperage stock in carloads.

No. 123, July 30, 1904.—Railway companies to cease charging prohibitive rates on cedar lumber, ties, &c., and to substitute tolls which shall not discriminate between cedar and other woods; also to amend the Canadian Freight Classification by including rails, fence posts, telegraph poles, and ties with other forest products, instead of carrying these commodities as formerly by "special contract."

July 30, 1904.—Railway companies directed to reduce their rates on glass bottles, in carloads from Wallaceburg, Ontario, to Toronto, Hamilton, Berlin, London and Montreal.

No. 206, October 3, 1904.—Regarding special rates on material and machinery for new industries. Companies directed to report applications to the Board, which will deal with each on its merits.

No. 204, October 3, 1904.—Application of Grand Trunk Railway Company for permission to charge a less rate on coal to Cobourg, Ontario, for manufacturing purposes, than charged to ordinary consumers and dealers, declined. October 10, 1904.—Reduction ordered in the rates on coal from Niagara and Detroit frontiers to Almonte, Ontario. October 10, 1904.—Order revising and reducing the freight classification of fruit, and prescribing a maximum charge for icing fruit cars in transit. October 10, 1904.—Order reducing rate on split peas, for export, to the same basis as flour, for export.

No. 210, October 31, 1904.—Railway companies to desist from charging higher rates on cedar lumber from the mills in British Columbia than charged on pine, fir, and spruce.

No. 297, December 31, 1904.—Disallowance of certain advanced freight tariffs on grain products from Ontario to the Maritime provinces, issued without legal notice. Companies directed to make restitution to shippers.

No. 350, February 9, 1905.—Conditions prescribed under which railway companies may make and report to the Board special rates in certain cases, under section 275 of the Railway Act, 1903.

No. 357, February 9, 1905.—Prescribing circumstances under which the Board will receive telegraphic notice of immediate and limited changes in freight rates under emergency conditions.

No. 398, March 6, 1905.—Lower rates prescribed on cattle from Ontario points to Montreal, St. John, and Portland, for export, so as to proportionate them to those paid by United States shippers.

No. 424, April 15, 1905.—Railway companies to discontinue higher rates on grain between local points in Ontario and Quebec than charged on flour and other grain products between the same points.

June 2, 1905.—Preferential coal rates from Port Stanley and Rondeau, Ontario, ordered discontinued.

No. 653, July 5, 1905.—Restoration of commodity rates formerly charged on carload shipments of metallic shingles.

July 13, 1905.—Cartage and other allowances by railway companies to offset disadvantages of location ordered discontinued, unless published in the companies' tariffs.

No. 602, July 25, 1905.—Grand Trunk Railway Company, ordered to provide reasonable and proper facilities for the interchange of traffic at London, Ontario, and its tolls prescribed for switching traffic to and from the Canadian Pacific Railway.

No. 586, July 25, 1905.—Reduces rates from Ontario on all freight traffic to Montreal, Quebec, and the Atlantic seaboard, for export.

September 5, 1905.—Railway companies required to place their rates on coal from frontier ports of entry and lake ports, to interior points in Ontario, on an equal mileage basis.

No. 641, September 4, 1905.—Equalization of freight rates to points between North Bay and Sault Ste Marie, Ont., as between Toronto and Collingwood shippers.

No. 913, September 19, 1905.—Reducing rate charged at New Westminster, B.C., for switching grain to the distillery at Sapperton, and prescribing switching tolls within the New Westminster terminals.

No. 857, October 14, 1905.—Reduced rates prescribed on stone from Manitoba quarries to Winnipeg.

No. 976, October 17, 1905.—Canadian Pacific and Canadian Northern Ry. Cos. to interchange carload freight without transhipment at Winnipeg and St. Boniface, Man., for shipment from, or delivery at, these points.

No. 766, October 31, 1905.—Reduces rates on beans, in carloads, from shipping points in Ontario.

No. 763, November 15, 1905.—Provision for fair distribution of empty cars at Lake Huron and Georgian Bay ports for the movement of Northwest grain during car shortage.

No. 790, November 28, 1905.— Interchange facilities at Lindsay, Ont., between the Grand Trunk and Canadian Pacific Railways, and tolls prescribed for switching local traffic.

No. 1174, December 14, 1905.—Reduces rates on extra compressed hay and fodder, in carloads, from Grand Trunk and Canadian Pacific Railway stations in Quebec to Atlantic ports north of and including Boston, for export.

No. 1226, December 14, 1905.—Rates on grain and grain products from points west of Montreal to and including Cornwall and Finch, Ont., and south of the St. Lawrence in the counties of St. John's, Laprairie and Napierville, Chateauguay and Huntingdon, to points east of Levis, Que., not to exceed the rates from Montreal to the same points by more than 2 cents per 100 pounds, nor by more than the differences existing at date of Order.

No. 906, January 6, 1906.—Promulgates new car service or "demurrage" rules, more favourable to the public than the old, for use on all railways subject to its jurisdiction.

No. 955, February 14, 1906.—Reducing rate charged by the Red Mountain Railway Company for switching ore at Rossland, B.C., for the Trail smelter.

1 Cap. "O" (Amended by Order, November 16, 1906.)

No. 989, February 14, 1906.—Reduces the rate on grain from the Canadian Pacific elevator at Owen Sound to unloading sidings within the company's terminals at the same place.

No. 1004, March 24, 1906.—Reduced minimum carload weights prescribed for freight loaded in box cars longer than the standard inside length of 36 feet 6 inches.

March 24, 1906.—Additions ordered to the articles which may be shipped in mixed carloads at carload rates.

No. 1005, March 24, 1906.—Reductions in minimum chargeable weight for light and bulky articles requiring open cars for carriage.

No. 1175, June 6, 1906.—Minimum carload weight of charcoal, authorized by the Canadian Freight Classification, not to be exceeded in commodity tariffs on same. Revision of commodity rates from Sault Ste. Marie ordered accordingly.

No. 1322, June 29, 1906.—Reduces rates on packing house products, in carloads, from packing points in Ontario to Montreal, for export.

No. 1336, July 18, 1906.—Tolls prescribed to be charged by the Canadian Pacific Railway Company for switching traffic interchanged with the Grand Trunk Railway for loading or unloading at London, Ont.

No. 1284. 1,2, July 19, 1906.—Authority granted Dominion Atlantic Railway, Co. to charge the express rate on fresh fish on special freight trains making express time, Halifax to Yarmouth N.S., for export to Boston, when so consigned, and in quantities beyond the handling capacity of the express company.

No. 1356, July 31, 1906.—Renewal of the Montreal to Toronto westbound rate prescribed on wall paper from Toronto to Montreal and Ottawa, and as the maximum to intermediate points, with corresponding reductions to points east of Montreal.

No. 1327, August 1, 1906.—Supplements order of July 30, 1904, by requiring the carriage of railway ties to Canadian points at rates not exceeding the non-competitive special tariff rates on common lumber, also to United States joint rate points. Order of July 30, 1904, against the Kingston & Pembroke Railway Co., made applicable to all railway companies.

No. 1380, August 11, 1906.—Railway Companies required to abolish the additional arbitrary rate of 5 cents per 100 lbs. hitherto charged to British Columbia coast point of transcontinental traffic from Eastern Canada; also to substitute the minimum carload weights of the Canadian Freight Classification for the higher minima previously charged on the said traffic when loaded in cars longer than the standard car of 36 feet 6 inches; also to conform the weight allowance on lumber used for bracing, or otherwise safe-guarding, carload shipments of the said transcontinental traffic requiring such protection, to the basis allowed elsewhere in Canada.

No. 1861, October 13, 1906.—Supplement No. 7 to Canadian Freight Classification No. 12 approved.

No. 1862, October 13, 1906.—Nelson & Fort Sheppard and Canadian Pacific Ry. Cos. to furnish adequate and suitable accommodation and facilities for the carriage and interchange of lumber, shingles, &c., from Salmo and Ymir, B.C., to eastern Canadian points.

No. 1947, November 9, 1906.—Rates prescribed on freight traffic to rail points and lake ports of call in the districts of Kootenay and Yale, B.C.

No. 1976, November 12, 1906.—Supplement No. 8 to Canadian Freight Classification No. 12 approved.

No. 1997, November 19, 1906.—Promulgation of regulations relating to the publication and filing of express tariffs.

No. 1995, November 19, 1906.—Grand Trunk and Canadian Pacific Railway Companies authorized, under certain conditions, to refund to exporters of cheese the tolls collected for cartage to the Montreal wharfs during the season of navigation, 1905, on joint application of the said railway companies and exporters.

No. 2139, December 6, 1906.—Promulgation of regulations relating to the publication and filing of tariffs of telephone tolls.

No. 8570, February 15, 1907.—Grand Trunk and Canadian Pacific Railway Cos. authorized, under certain conditions, to refund to exporters of cheese the tolls collected for cartage to the Mntreal wharfs during the season of navigation, 1906, on joint application of the said railway companies and exporters.

No. 2674, March 13, 1907.—Reduced rate prescribed on logs, in carloads, from Brule Lake, Ont., to Renfrew, Ont.

No. 2690, March 18, 1907.—Canadian Pacific and Grand Trunk Railway Cos. ordered to reduce their passenger rates on all their lines in Canada east of the Rocky Mountains to a maximum of 3 cents per mile.

No. 2800, April 11, 1907.—Approval of Supplement No. 8 to Canadian Freight Classification No. 12.

No. 2870, April 12, 1907.—Telephone companies directed to file particulars of any free service or tolls granted by them lower than the published tariff tolls; also particulars of cases in which the service of the companies is given wholly or partly for considerations other than monetary payments.

No. 3148, May 22, 1907.—Granting leave to the St. John Ice Company to institute legal proceedings against the New Brunswick Southern Railway Company for transporting ice for other parties at less than the published tolls.

No. 3213, June 25, 1907.—Grand Trunk Railway Company to furnish cars and all proper facilities for receiving, loading and transporting import traffic received over the wharfs at Montreal, irrespective of cartage companies through whom the traffic is offered.

No. 3249, June 29, 1907.—Approving Canadian Freight Classification No. 13.

No. 3251, July 2, 1907.—Rate on imported iron and steel, in carloads, from Montreal Harbour to Simplex Railway Appliance Company, at Bluebonnets to be 2½ per 100 pounds, including service of checking the goods from dray to car.

No. 3241, July 3, 1907.—Approving Supplement No. 9 to Canadian Freight Classification No. 12.

No. 3346, July 5, 1907.—Grand Trunk Railway Company to issue third class tickets at two cents per mile, and to run third class coaches daily, between Toronto and Montreal.

Nos. 3258, 3617, 3925, July 6, September 23, November 13, 1907.— International and Toronto Board of Trade Rate Cases. Grand Trunk, Canadian Pacific, Michigan Central, Père Marquette, Wabash, Toronto, Hamilton and Buffalo and Canadian Northern Ontario Railway Companies to revise and republish their special local class freight tariffs (known as "town tariffs"), in the territory east of and including North Bay, and east of the Georgian Bay, Lake Huron, and the St. Clair and Detroit rivers, and south of the Ottawa river, on a uniform and modified mileage scale prescribed by the Board; also to revise and republish their through freight rates from Central and Western Ontario to Eastern Canadian points; the maximum rates from Canadian points on the Detroit and St. Clair river frontier to all points east of the Atlantic and north of the Ottawa river to be scaled on the class rates from Detroit and Port Huron to the same points.

No. 3309, July 6, 1907.—Requiring the railway companies to furnish to the Board various particulars relating to their traffic operations, not covered by Sec. 375 of the Railway Act.

No. 3311, July 17, 1907.—Authorizing the Canadian Pacific Railway Company to provide rates to British Columbia coast terminals on grain and mill stuffs, for export to Asia, by the issue and filing of special rate notices.

No. 3504, August 6, 1907.—Vancouver, Westminster and Yukon Railway Company and the Canadian Pacific Railway Company to furnish adequate and suitable accommodation and facilities for the carriage of the traffic from points on the Vancouver, Westminster and Yukon Railway to points on the Canadian Pacific Railway.

No. 3508, August 6, 1907.—Crow's Nest Southern Railway Company and the Canadian Pacific Railway Company to furnish adequate and suitable accommodation and facilities for the carriage of traffic from points on the Crow's Nest Southern to points on the Canadian Pacific Railway.

No. 4062, November 4, 1907.—Reduces rates from Rouse's Point, N.Y., to Coteau Junction and St. Polycarpe, P.Q., to 80 cents per gross ton on anthracite and 70 cents on bituminous coal.

No. 3951, November 21, 1907.—Reduces certain rates on paper from the Merriton, St. Catharines and Thorold Mills to Montreal so as not to be greater than those charged from Brantford to Montreal.

No. 4277, January 30, 1908.—Authorizing the chairman of the Official, Western and Southern Classification Committees to file with the Board copies of their freight classifications and supplements on behalf of United States railway companies which file international freight tariffs governed by these classifications.

No. 4533, March 25, 1908.—Railway Companies, authorized to issue to secretaries of railway Y.M.C.A.'s located on their lines, of which their employees are members, and for their household effects, free or reduced transportation, when travelling on secretarial duties, or being transferred.

No. 4680, May 7, 1908.—Carload rating of 3rd class prescribed for books in cases.

No. 4682, May 5, 1908.—Intercolonial and Grand Trunk Railway Company absolved from agreement with Canadian Pacific Railway Company *re* freight rates to Fredericton, N.B., on traffic from points west of Montreal. St. John, N.B., basis of rates restored to Fredericton.

No. 4781, May 27, 1908.—Grand Trunk Railway and Wabash R.R. Companies to provide for interchangeability of passenger tickets between all stations in Ontario through which both companies run passenger trains.

No. 4784, April 23, 1908.—Grand Trunk and Canadian Pacific Railway Companies to arrange with Canadian Northern Ontario Railway Company for joint tariff of tolls, and facilities for passengers, to and from non-competitive points on the Canadian Northern Ontario Railway.

No. 4796, May 29, 1908.—Fixing the toll to be paid the Michigan Central R.R. Company by the John Campbell Milling Company at St. Thomas for switching their traffic received from and destined to points on or via Grand Trunk Railway and directing the Michigan Central R.R. Company to refund overcharges, with interest.

No. 4884, June 17, 1908.—Approval of revised classification of military stores and ordnance.

No. 4886, June 18, 1908.—Reduction and realignment of rates on sugar from Vancouver to points in Alberta, Saskatchewan and Manitoba.

No. 4988, July 8, 1908.—Prescribing uniform tolls for terminal interswitching services by all companies subject to the Railway Act.

No. 5117, July 30, 1908.—Permitting railway companies to file tariffs of tolls through outside agents, under powers of attorney filed with the Board

No. 5774, December 5, 1908.—Authorizing Vancouver, Victoria & Eastern Railway and Navigation Company to meet on the Pacific coast, by special competitive tariffs the competition of independent water carriers not subject to the Railway Act.

No. 5954, December 21, 1908.—Railway companies to publish and file complete tables of distances between all their stations in Canada.

No. 5955, December 15, 1908,—Canadian Pacific and Canadian Northern Railway Companies to publish joint tariff on grain and grain products from points on the line of the Qu'Appelle, Long Lake & Saskatchewan Railway and Steamboat Company to points in British Columbia.

No. 6147, January 21, 1909.—Limiting the stopover toll that the Canadian Pacific Railway Company may charge on western grain and grain products held in transit at Cartier, Ont., for reconsignment orders.

No. 6148, January 21, 1909.—Limiting the stopover toll that the Grand Trunk Railway Company may charge on lumber and forest products held in transit at Sarnia Tunnel for reconsignment orders.

No. 6166, January 13, 1909.—Reducing the rates on western grain, ex vessel, from Kingston to points in Quebec and the Maritime Provinces.

No. 6167, February 4, 1909.—Prescribing conditions for the carriage of acetylene gas by express.

No. 6168, February 3, 1909.—Reducing the rate on coal from the Niagara frontier to Lindsay, Ont.

No. 6186, February 1, 1909.—Prescribing allowance to be made by railway companies to shippers who have to supply temporary inside doors to cars in which to ship grain. (See Order 8860).

No. 6242, February 8, 1909.—Prescribing form of "release" of responsibility for freight shipped to flag stations.

No. 6701, February 19, 1909.—Prescribing allowance to be made by railway companies to shippers who have to furnish temporary protective doors to enable cars to be used for shipments of coal.

No. 6702, March 25, 1909.—Establishing the non-competitive, lumber rates as the maxima to be charged on wooden telegraph, telephone, and trolley poles, between points east of Port Arthur, when loaded on single cars; and prescribing bases of charges for such poles requiring more than one car for carriage.

No. 6749, February 11, 1909.—Reducing rates on coal from Bienfait, Sask., to certain points in Manitoba and Saskatchewan.

No. 6763, February 19, 1909.—Prescribing allowance to be made by railway companies to shippers who, not being supplied with stock cars for live stock shipments, have to furnish lumber for suitable doors to box cars. (See Order No. 8860).

No. 6859, February 6, 1909.— Prescribing tolls to be charged by the Canadian Pacific and Canadian Northern Railway Companies for interswitching grain held in transit at Winnipeg for milling, treatment, or storage, and re-shipment.

No. 6689, March 29, 1909.—Directing all railway companies subject to the Railway Act to file standard tariffs of maximum sleeping and parlour car tolls.

No. 6901, April 16, 1909.—Toll of not over $3 per car approved for changing the destination of carload traffic while in transit.

No. 3947, April 26, 1909.—Canadian Pacific Railway Company to arrange with its connection for publication of revised tariffs on the basis of $1.60 per 100 lbs. on oranges in straight carloads, or on mixed carloads of oranges and lemons, and $1.45 on lemons in straight carloads from California points to Regina, via Kingsgate, B.C., or Emerson, Man.

No. 6969, May 6, 1909.—Grand Trunk and Canadian Pacific Railway Companies directed to honour from the international boundary, and in respect of their lines in Canada, through tickets and through baggage checking arrangements issued and provided by initial United States railway companies from points in the United States to non-competitive points on the Canadian Northern Ontario Railway.

No. 6996, April 29, 1909.—Basis of rates prescribed from Montreal on western lake-borne grain and grain products to Canadian Pacific Railway points in New Brunswick.

No. 7023, May 10, 1909.—Supplement No. 1 to Canadian Freight Classification No. 14 approved.

No. 7045, May 4, 1909.—Montreal Park & Island Railway Co. to extend to Mount Royal ward (Cote des Neiges) as favourable treatment as afforded to residents in Notre Dame de Grace. (See Orders 7975 and 7976).

No. 7093, May 31, 1909.—On complaint of the British American Oil Company, of Toronto, that the Grand Trunk Railway Co. unjustly discriminated against crude oil shipments from Stoy, Ill., to Toronto, by refusing to apply the published and filed joint tariff 5th class rates under the Classification declared that the legal rate was the said 5th class joint through rate; and authorizing the Grand Trunk to refund the difference between the said rate of 80 cents per 100 lbs. and the rate of 32½ cents charged and collected. (See Orders 14386 and 15297).

No. 7164, June 3, 1909.—Approving form of "release," or special contract, for the shipment of silver and other valuable ores.

No. 7246, June 16, 1909.—Requiring the companies forming the White Pass & Yukon Route to file within thirty days tariffs of tolls covering all through freight traffic received from vessels at Skagway, Alaska and destined to Whitehorse, Yukon Territory, or to intermediate points between the international boundary and Whitehorse, also freight traffic from Whitehorse and the said intermediate points destined to Skagway; also to file the basis of allotment of the said tolls between the said companies.

No. 7277, June 16, 1909.—Joint through rates prescribed on lumber, shingles and other forest products from points on the Vancouver, Westminster & Yukon Railway, between New Westminster and Vancouver via New Westminster or Vancouver to points on the Canadian Pacific Railway other than those reached directly by the Great Northern or its connections, on the basis of 1 cent per 100 lbs. over the rates of the Canadian Pacific from Vancouver to the same points. (See Order 9187).

No. 7325, June 22, 1909.—Rescinding clause '*h*' of Order No. 3258 of July 6, 1907 (Toronto Board of Trade Rate Case), prohibiting advances in certain special commodity rates then existing without the sanction of the Board, the said clause having served its intended purpose.

No. 7343, June 23, and 8337, October 8, 1909.—Requiring the absorption of the railway companies of Montreal wharfage and port warden's charges on cheese shipped from points west of Montreal, on local bills of lading, for subsequent exportation from the port of Montreal provided exported not later than May 31, of the following St. Lawrence navigation season.

No. 7494, July 7, 1909.—Canadian Express Company's withdrawal of rate on fruit shipments from Queenston, Ont., to Toronto, disallowed.

No. 7495, June 25, 1909.—Reducing the joint rate on bituminous coal from Black Rock, N.Y., and Suspension Bridge, N.Y., to Marlbank, Ont.

No. 7562, July 15, 1909.—Approval of two forms of uniform bills of lading; one for 'order' shipments, the other for 'straight' shipments, for use by all railway companies subject to the Railway Act.

No. 7585, July 23, 1909.—Alberta Railway & Irrigation Company, to reduce its passenger toll to 3 cents per mile, with one-sixth off for round-trip tickets, and to revise its special freight tariffs on the basis of those of the Canadian Pacific in the same territory.

No. 7599, July 24, 1909.—All railway companies subject to the Board's jurisdiction ordered to conform to the rules and regulations from time to time approved by the Master Car Builder's Association governing the loading of lumber, logs and stone on open cars.

No. 7602, July 23, 1909.—Canadian Pacific and Canadian Northern Railway Company, to publish joint tariffs of through rates on carload traffic included in classes 6 to 10 of the Canadian Classification, between Edmonton and North Edmonton and all points on Canadian Pacific south of and including Red Deer, east of and including Days and Rose, and east and west of Calgary and Macleod via Strathcona Junction on the basis of 1 cent per 100 lbs. higher than the Canadian Pacific rates to or from Strathcona.

No. 7881, August 27, 1909.—Regulations prescribed for the receiving, forwarding, and delivering of explosives by every railway company within the legislative authority of Parliament which accepts explosives for carriage.

No. 7975, June 1, 1909.—Montreal Park & Island Railway Company granted leave to appeal to Supreme Court as to 'whether it is right or proper for the Board, in making Order No. 7045, May 4, 1909, to overlook contract dated November 7, 1907, between the Montreal Park & Island Railway Company, and Notre Dame de Grace Municipality.

No. 7976, June, 1909.—Montreal Street Railway Co., given leave to appeal to the Supreme Court upon the question whether upon a true construction of sections 91 and 92 of the British North America Act, and of sec. 8 of the railway Act, the Montreal Street Railway Co. is subject, in respect of its through traffic with the Montreal Park & Island Railway Co., to the jurisdiction of the Board of Railway Commissioners.

No. 8184, September 25, 1909.—Supplement No. 2 to Canadian Freight Classification No. 14 approved.

No. 8513, October 16, 1909.—Grand Trunk Railway Co. to reduce its rate for moving grain from its Point Edward elevator to King Milling Company's mill at Sarnia to 1½ cents per 100 pounds.

No. 8860, December 10, 1909.—Prescribing allowances to be made by railway companies to shippers who are compelled to furnish temporary inside car doors to enable cars to be used for certain traffic. (Rescinds Orders 6186 and 6763).

No. 8992, November 22, 1909.—Prescribes regulations for the free weighing of cars containing bituminous coal at ports of entry in Ontario; also for re-weighing on destination or intermediate track scales at consignee's request on payment of extra prescribed toll.

No. 9031, December 2, 1909.—Niagara, St. Catharines & Toronto Railway Co., to restore the joint rate of two cents per 100 pounds formerly charged on wood pulp, in carloads, from Thorold, Ont., to Suspension Bridge, N.Y.

No. 9099, December 23, 1909.—On complaint of certain firms in St. John, N.B., against an increase in rates on shipments of iron and steel from St. John to Quebec Central Railway points, the Canadian Pacific Railway Co. to restore the former rates.

No. 9128, December 21, 1909.—On application of Winnipeg manufacturers for an order directing the railway companies to equalize their rates on metallic shingles and siding from eastern points to Manitoba, Saskatchewan and Alberta, with their rates on the unmanufactured material order dated July 5, 1905, directing the restoration of commodity rates formerly charged on metallic shingles and siding, rescinded, insofar as it related to shipments to points west of and including Port Arthur.

No. 9156, January 3, and 9013, March 9, 1910.—Rates to be charged by the express companies for the carriage of daily newspapers from Winnipeg to be the same as charged by the Dominion Express Company in eastern Canada.

No. 9164, December 22, 1909.—Canadian Pacific Great North-Western and Western Union Telegraph Companies to postpone their revised code message regulations between points in Canada until July 1, 1910.

No. 9187, January 7, 1910 (Supplementary to Order 7277)—Prescribes joint through rates on lumber, shingles, and other forest products, from points on the Vancouver, Westminster & Yukon Railway, between New Westminster and Van-

couver via New Westminster or Vancouver, and the Canadian Pacific Railway, to points on the Canadian Northern Railway on the basis of one cent per 100 pounds over the rates of the Canadian Pacific from Vancouver to the same points.

No. 9271, January 12, 1910.—Michigan Central, Canadian Pacific and Toronto, Hamilton & Buffalo Railway Cos., to publish and file a joint rate on coal not exceeding $2.60 per ton from Black Rock and Suspension Bridge, N.Y., to Sudbury, Ont.

No. 9362, January 24, 1910.—Reducing the classification of certain manufactured articles of asbestos.

No. 9444, February 4, 1910.—Application of the railway companies for variation in the Canadian classification rating of automobiles, set up, dismissed; and rating of automobiles, taken apart, in box cars, reduced.

No. 10005, March 22, 1910.—Request of Elder, Dempster & Co. for the application by the railway companies of the export tariff to Montreal, Quebec, St. John, and Halifax, on traffic carried by the applicants' steamships, the Tehuontopec National Railway, and the Canada-Mexican S.S. line to Vancouver dismissed, without prejudice to the rights of any persons interested to any relief the Board may deem proper upon a different set of facts being presented.

No. 10356, April 25, 1910.—British American Oil Company of Toronto vs. Grand Trunk and Canadian Pacific Railway Companies. Railway companies directed to provide special commodity rates on petroleum and its products, in carloads, from Toronto; and to revise their commodity tariffs from Petrolia, Sarnia, and Wallaceburg so as to maintain equable rates from the different shipping points.

No. 10528, April 19, 1910.—As amended by No. 13436, April 15, 1911.—Canadian Lumberman's Association vs. Grand Trunk, Canadian Pacific, and Canadian Northern Quebec Railway Companies. Revision of new tariffs on lumber, for export, from Quebec points east of Montreal, and east of and including the Canadian Pacific Railway Company's Laurential sub-division between and including St. Lin Junction and Nomining, and east of and including the Canadian Northern Quebec Railway Company's Montford branch between and including St. Jerome Junction and Huberdeau, so as to preserve the same differences between the local and export rates to Montreal as existed in the previous tariffs. Application for disallowance of the Companies' tariffs of local domestic rates on lumber between points in eastern Canada refused.

No. 10649, May 17, 1910.—Carload rate on live stock from Toronto to Smith's Falls, Ontario, reduced to 14 cents per 100 lbs.

No. 10653, May 19, 1910.—The rates of the Grand Trunk and Canadian Pacific Railway Companies, on ex-lake western grain, to points in the provinces of Ontario and Quebec, to be the same for equivalent distances from all lake and river ports, at which facilities exist for the trans-shipment of the said grain from vessels to cars, between Depot Harbour and Montreal, inclusive; and to include the cost of like services at all such ports of trans-shipment and at all points of destination, whenever the said cost is included in the rates at any port or ports of trans-shipment, or at any destination.

No. 10761, May 17, 1910.—The uniform bill of lading used in the United States, and approved by the Interstate Commerce Commission, for traffic carried from the United States into Canada, or from the United State through Canada to the United States, approved by the Dominion Board for the said traffic.

No. 10960, June 6, 1910.—Canadian Pacific Railway Company to revise its rates on coal and coke from points on its Lethbridge, Crow's Nest and Cranbrook sections, to points west thereof, so as to place them on a reasonable basis relatively to its rates from the mines at Lethbridge, Alberta.

No. 11316, July 28, 1910.—Increased rate on grain and grain products, in carloads, from Birtle, Foxwarren, Binscarth, Millwood and Narrowby, Manitoba, to Fort William and Port Arthur disallowed.

No. 11819, September 7, 1910.—White Pass and Yukon route to cease from discriminating on shipments of ores and concentrates to Skagway, Alaska, in favour of the Atlas Mining Company, operating in the vicinity of Whitehorse, Y.T., and to establish as favourable rates, proportionally, from Caribou Crossing to Skagway; also to accord equal treatment to all shippers thereof with respect to wharfage and handling at Skagway.

No. 11866, October 4, 1910.—Provision of tolls and minimum weights for the carriage of articles too long or too bulky to be loaded through the side doors of box cars.

No. 11899, October 7, 1910.—Provision in the Canadian Freight Classification of a special trade list of commodities designated as "building material."

No. 12107, September 22, 1910.—Rat Portage Lumber Company vs. Canadian Northern Railway Company. The Canadian Northern Railway Company, as successors of the Manitoba & South Eastern Railway Company, to haul logs from the Rainy River district to St. Boniface and Winnipeg, in accordance with the provisions of 61 Victoria, Chap. 43, Manitoba; and to abolish the additional toll charged for switching to the applicants' mill at St. Boniface.

No. 12290, September 8, 1910.—Great Northern Railway Company, to establish special mileage rates on lumber and other forest products between points on its lines in British Columbia, similar to those charged by the Canadian Pacific Railway Company within the same territory.

No. 12308, November 15, 1910.—Discriminations in the passenger fares of the Windsor, Essex and Lake Shore Rapid Railway Company removed.

No. 12520, December 12, 1910.—On complaint of the city of Regina, the Canadian Pacific and Canadian Northern Railway Companies, by reducing their freight rates from Port Arthur and Fort William, to remove discrimination in favour of Winnipeg and other points in the province of Manitoba and against Saskatchewan and Alberta. (See Orders 13529 and 15659).

No. 12625, December 14, 1910.—The Bell Telephone Company to charge the same tolls within the corporate limits of the city of Toronto, as of date of Order, as were charged within the restricted limits of its Toronto exchanges, without prejudice to the Company continuing the pre-existing tolls for the local or limited service to such subscribers within the section formerly known as West Toronto as may not desire the services of the whole of the Toronto exchanges.

No. 12674, December 20, 1910.—Dominion Atlantic Railway Company, ordered to desist from charging higher freight rates on finnan haddie than those permitted by the Canadian Freight Classification.

No. 12685, September 23, 1910.—On complaint of the Board of Trade of Kenora, the Canadian Pacific Railway Company to place its freight rates from Port Arthur and Fort William to all stations intermediate to Winnipeg upon the same relative scale, with due regard to mileage, as the rates to Winnipeg; and to publish "distributing" tariffs on general merchandise from Kenora and Keewatin.

No. 12579, January 14, 1911.—The Grand Trunk and Canadian Pacific Railway Companies to establish facilities at St. Mary's, Ontario, for the interchange of carload traffic in cars.

No. 12782, January 18, 1911.—On application of the Board of Trade of Dawson, Y. T., the companies forming the White Pass and Yukon route ordered to publish joint tariffs of freight and passenger tolls based upon a reduction of at least one-third in each case from the tolls shown in their pre-existing tariffs between Skagway and stations in Canada to and including Whitehorse, which were disallowed. (See Orders 14385, July 18, 1911, and 16153, March 18, 1912).

Nos. 12852 and 12853, Jan. 25, 1911.—Maximum passenger toll of 2½ cents per mile prescribed for the Montreal Park and Island and the Montreal Terminal Railway Companies.

January 23, 1911.—Standard maximum sleeping and parlour car tolls prescribed on all railways subject to the jurisdiction of the Board on which sleeping and parlour car services are provided.

No. 12953, February 10, 1911.—Approving the Express Classification for Canada No. 2; also forms of merchandise and money receipts, and forms of limited liability with respect to live stock and the attendants therewith.

No. 13165, February 27, 1911.—Railway Companies which provide freight cartage services to withdraw the embargo in their tariffs of cartage charges against iron safes of 1,000 pounds weight and upwards; the onus of handling the same into and from freight cars to be transferred from owner to carrier.

No. 13215, February. 27, 1911.—Disallowance of the rates of the Grand Trunk Railway Company on coke, from Buffalo, Black Rock, and Suspension Bridge, N.Y., to Ontario points, to which the rates had been advanced.

No. 13228, January 17, 1911, and 13317, March 29, 1911.—Minimum carload weight for flaked or toasted cereals reduced from 30,000 pounds to 24,000 pounds per car.

No. 13357, March 30, 1911.—Prescribes from June 1, 1911, municipal boundaries as the cartage limits of the express companies at all points where wagon service is provided, leave being given to companies to apply for approval of special limits at points where the municipal boundaries may be deemed unreasonable for the purpose.

No. 13326, March 27, 1911.—Railway companies to allow 500 pounds from the weight of carload traffic on open cars to cover racks, stakes, standards, or other supports, furnished by shippers, when necessary for the safe carriage of the ladings.

No. 13489, April 21, 1911.—Approving Rutland Railway Company's Standard Passenger Tariff C. R. C. No. 339, at three cents per mile in Canada.

No. 13520, April 27, 1911, and 14389, July 25, 1911.—Postponing tariffs of reduced track scale allowances on forest products, &c., filed by certain railway companies.

No. 13529, May 1, 1911.—Granting Canadian Pacific and Canadian Northern Railway Companies leave to appeal to Supreme Court against Order 12520 of December 12, 1910.

No. 13596, February 21, 1911.—Canadian Freight Classification No. 15 amended by including trunks and valises in the "Saddlery List" for mixed carload purposes.

No. 13597, May 5, 1911.—Special tariffs of the Express Companies between points west of and including Port Arthur on sour cream for butter making purposes, to cover all distances to and including 300 miles.

No. 13612, May 10, 1911.—Approving agreement between Bell Telephone and Grand Trunk Railway Companies, *re* telephones in Chateau Laurier, Ottawa.

No. 13664, April 26, 1911.—Dismissing application of Bell Telephone Company to increase long distance toll from Sarnia to Detroit, and from Windsor to Port Huron, from 40 to 50 cents per three minute conversation.

No. 13686, May 17, 1911.—Approving bases of maximum merchandise tolls of the following Express Companies, viz.: Alberta Railway and Irrigation Company, American, Canadian, Canadian Northern, Dominion, Great Northern, Halifax and South Western, National, Pacific, and United States.

No. 13708, May 22, 1911.—Approving revised Table of Graduated Charges for express shipments weighing less than 100 pounds.

No. 13850, June 2, 1911.—Approving Supplement No. 1 to Canadian Freight Classification No. 15.

No. 13852, June 1, 1911.—Rice, in less than carload lots, to be carried between all points in Canada east of and including Fort William at fourth class rates.

No. 13877, June 9, 1911.—Approving Standard Freight and Passenger Tolls of the Vancouver, Fraser Valley and Southern Railway Company.

No. 13930, June 13, 1911.—Approving Grand Trunk Pacific Railway Company's Standard Freight Mileage Tariff, C. R. C. No. 7, between stations in the province of Alberta between Thornton and Prairie Creek, inclusive.

No. 14080, June 23, 1911.—Approving Standard Freight Mileage Tariff, C.R.C. No. 796, of the New Westminster Southern Railway Company, pending judgment in inquiry into British Columbia rates generally.

No. 14112, June 28, 1911.—Approving Vancouver, Fraser Valley and Southern Railway Company's Standard Freight Mileage Tariff, C.R.C. No. 1.

No. 14177, July 12, 1911.—Approving Standard Freight Mileage Tariff, C.R.C. No. 799, of the Vancouver, Victoria and Eastern Railway.

No. 14182, July 12, 1911.—Express companies to perform collection and delivery services upon both sides of all streets forming the municipal boundaries in places where collection and delivery services are established.

No. 14184, May 9, 1911.—Bell Telephone Company to make long distance connections, for interchange of business, with Ingersoll Telephone Company, Blenheim and South Kent Telephone Company, Peoples' Telephone Company of Forest, South Lambton Telephone Co-Operative Association, Markham and Pickering Telephone Company, Niagara District Telephone Company, Brussels, Morris and Grey Municipal Telephone System, and Wheatley Telephone Company.

No. 14213, July 18, 1911.—Canadian Pacific and Grand Trunk Pacific Railway Companies to publish joint tariff on lumber, &c., from British Columbia shipping points to points on lines of the Grand Trunk Pacific.

No. 14345, July 10, 1911.—Approving Standard Passenger Tariff C.R.C. No. 2 of the Kettle Valley Railway Company to apply in British Columbia.

No. 14385, July 18, 1911.—Authorizing the British Yukon Railway Company, the British Columbia Yukon Railway Company, the Pacific & Arctic Railway & Navigation Company, and the Dawson Board of Trade, or other shippers affected, if they so desire, to supplement their case by such evidence, facts, or figures, as they deem proper; and relieving said companies from filing joint tariffs prescribed under Order 12783, January 19, 1911.

No. 14386, May 16, 1911.—Declaring upon application of the British American Oil Company of Toronto, that the legal rate chargeable by the Canadian Pacific Railway on carload shipments of crude oil from Stoy, Illinois, to Toronto, Ontario, was the 5th class joint through rates. (See Order No. 15297, Nov. 9, 1911.)

No. 14387, May 16, 1911.—Declaring, upon the application of the Canadian Oil Companies, Ltd., that the legal rates chargeable on petroleum and its products, in carloads, from certain Ohio and Pennsylvania points to Toronto and other Canadian points, were the 5th class joint through rates. (See Order 15309, November 9, 1911).

No. 14412, July 27, 1911.—Approving Standard Mileage Tariff, C.R.C. No. 172, of the United States Express Company.

No. 14413, July 19, 1911.—Approving Standard Mileage Tariffs, C.R.C. Nos. 1363-1364, and 1365, of the Canadian Express Company.

No. 14414, July 19, 1911.—Approving Standard Mileage Tariff, C.R.C. No. 376, of the American and National Express Companies.

No. 14415, July 19, 1911.—Approving Standard Mileage Tariff, C.R.C. No. 96, of the Pacific Express Company.

No. 14416, July 19, 1911.—Approving Express Standard Mileage Tariff, C.R.C No. 5, of the Alberta Railway & Irrigation Company.

No. 14417, July 19, 1911.—Approving Standard Mileage Triff, C.R.C. No. 270, of the Great Northern Express Company.

No. 14418, July 19, 1911.—Approving Standard Mileage Tariffs, C.R.C. Nos. 723, 725, and 728, of the Canadian Northern Express Company.

No. 14418, July 19, 1911.—Approving Standard Mileage Tariffs, C.R.C. Nos. 2582, 2583, 2584, 2585, 2586, and 2587 of the Dominion Express Co.

No. 14431, 14432, 14433, July 25, 1911.—Temporarily approving agreements of the Bell Telephone Company with La Compagnie de Telephone de Beauce, Laurentide Telephone Company, and La Compagnie de Telephone St. Maurice et Champlain.

No. 14495, August 4, 1911.—Approving Supplement No. 2 to Canadian Freight Classification No. 15.

No. 14524, August 8, 1911.—Approving, temporarily, Grand Trunk Pacific Standard Mileage Tariff, C.R.C. No. 8, pending enquiry by the Board into rates charged generally in British Columbia.

No. 14591, August 18, 1911.—Approving, with proviso, Bulk Grain Bill of Lading.

No. 14594, August 21, 1911.—Prescribing uniform tariff of express tolls on all cases for eastern Canada.

No. 14723, September 7, 1911.—Disallowing joint tariffs on oysters from New Haven, Connecticut, Providence, Rhode Island, and other shipping points of the Adams Express Company, taking higher through rates than $1.50 per 100 lbs., to Toronto, and $1.55 per 100 lbs. to Guelph. New joint tariffs to be issued.

No. 14872, September 1, 1911.—Great Northern Railway Company, to furnish refrigerator cars properly equipped for handling meat shipments of the Vancouver-Prince Rupert Meat Company.

No. 14964, September 19, 1911.—The Canadian Pacific Railway Company to reduce its export rates on lumber to Montreal to 5 cents per 100 lbs. from Loranger, Hebert and Campeau, Que., and to 6 cents from Routhier and Mont Laurier, Que.

Nos. 14881, 14882,	September 15, 1911.	Prescribing special express cartage limits for Port Arthur, Fort William, St. Boniface, Winnipeg, Selkirk, Portage la Prairie, Brandon, Regina, Moosejaw, Weyburn, Medicine Hat, Watrous, Saskatoon, Prince Albert, Calgary, Edmonton, Nelson, New Westminster, Vancouver, Nanaimo, and Victoria.
" 14906,	September 14, 1911.	
" 14982,	August 10, 1911.	
" 14983,	September 15, 1911.	
" 14984,	September 14, 1911.	
" 14985,	September 14, 1911.	
" 14986,	September 15, 1911.	
" 14987,	September 11, 1911.	
" 14988,	September 1, 1911.	
" 14989,	September 1, 1911.	
" 14998,	August 10, 1911.	
" 14999,	September 14, 1911.	
" 15000,	September 8, 1911.	
" 15001,	September 14, 1911.	
" 15006,	September 15, 1911.	
" 15010,	September 1, 1911.	
" 15024,	September 25, 1911.	
" 15083,	September 8, 1911.	
" 15149,	September 8, 1911.	
" 15287,	September 1, 1911.	

No. 15233, October 24, 1911.—Bell Telephone Company enjoined from removing telephones from Union Stock Yards Company, Toronto, until further orders.

No. 15236, October 27, 1911.—Approving maximum tariff of freight rates of Montreal & Southern Counties Railway Company between Montreal and Longueuil.

No. 15242, October 28, 1911.—Approving Standard Tariff of Maximum Passenger Tolls of the Quebec Railway, Light & Power Company between Quebec and Montmorency Falls Park, and intermediate points.

No. 15286, March 15, 1910.—Rates on binder twine, in carloads, from Welland, Ont., not to exceed the following to the same points, namely:—(*a*) the commodity rates on binder twine from Welland in effect at date of order; (*b*) the 5th class rates from Welland; (*c*) the rates on binder twine current from Auburn, N.Y., via Niagara frontier, less two cents per 100 lbs.

No. 15288. November 8, 1911.—In the absence of joint tariffs, express shipments of less than 100 lbs., carried by two or more companies, to be charged the "graduate" under the lowest through or aggregate rate per 100 lbs.; the "graduate" under $2 per 100 lb. to be the minimum through charge. Companies to prepare with reasonable dispatch joint tariffs, in accordance with judgment of Board, of December 24, 1910, for traffic over any continuous route in Canada operated by two or more companies.

No. 15297. November 9, 1911.—Granting C.P.R. Co. leave to appeal Order 14386 to the Supreme Court in *re* application of the British American Oil Co. on the following question of law: "What was the legal effect, if any, of the supplements filed by the Indianapolis Southern R.R. Co., effective respectively October 18, 1907, and May 14, 1908, on the joint through rate established by that company on oil from Stoy, Ill., to Toronto, on January 20, 1907."

No. 15301. November 10, 1911.—G.T.P. R. Co. to grant E. A. Purcell, Saskatoon Sask., equal privileges with any other hack driver or transportation agency at Saskatoon, for receiving and delivering traffic at platform of company, company restrained from discriminating in favour of the Saskatoon Forwarding Company as against complainant.

No. 15309. November 9, 1911.—Granting C.P.R. Co. and G.T.R. Co. leave to appeal Order 14387, May 16, 1911, to the Supreme Court *re* application of Canadian Oil Co., Ltd., on the following question of law: "Did the Board place the proper legal construction on the documents referred to in the judgment of the Chief Commissioner in this matter."

No. 15359. August 19, 1911.—Prescribing special express cartage limits for Kenora, Ontario.

No. 15399. October 24, 1911.—Prescribing special express cartage limits for Walkerville, Ontario.

No. 15411. November 17, 1911.—Dominion Express Company to restore as a "special" tariff, its so-called Standard Tariff C.R.C. No. 15, in effect prior to October 15, 1911, between points within a radius of 170 miles of Winnipeg.

No. 15415. September 26, 1911.—Prescribing regulations to govern shipments of milk in baggage cars.

No. 15538. September 14, 1911.—Prescribing special express cartage limits for Yorkton, Saskatchewan.

No. 15539. November 30, 1911.—Approving Supplement No. 7 to Express Freight Classification for Canada No. 2.

No. 15526. November 29, 1911.—Dismissing application of Canadian Pacific Railway Company for Order rescinding Order 605 of July 25, 1905, *re* interchange switching at London.

No. 15540. November 25, 1911.—Reducing rates on coal and coke from Rouses Point, New York, to certain points on the Grand Trunk Railway, Coteau-Ottawa line.

No. 15559, December 4, 1911.—Extending until November 1, 1912, time allowed under Express Judgment for free return of empty packages by express, if shipped full by express prior to March 1, 1911.

No. 15659. December 19, 1911.—Confirmation of Order 12520 in Regina case; the Supreme Court having dismissed the appeal for which leave was granted by Order 15529.

No. 15724, November 21, 1911.—Disallowing increased tariffs on hay and straw from Ontario and Quebec to Eastern United States points.

No. 15754. January 8, 1912.—Opens the general inquiry into all freight tolls charged in the Provinces of Manitoba, Saskatchewan and Alberta, and in Ontario west of Port Arthur.

No. 15759. January 8, 1912.—Prescribe special express cartage limits for Strathcona, Alberta.

No. 15778. January 9, 1912.—Prescribes special express cartage limits for Brighton, Ontario.

No. 15779. January 10, 1912.—Amending the express rates between the mainland and Prince Edward Island.

No. 15819. January 18, 1912.—Railway companies to re-establish the system of providing heated cars for certain traffic during cold weather, the said system having been abolished by the companies.

No. 15854. January 31, 1912.—Prescribes special express cartage limits for Magog, Quebec.

No. 15953. February 12, 1912.—Prescribing, under conditions, facilities and tolls for telephone service by the Bell Telephone Company between Toronto Island and the City of Toronto.

No. 15994. February 17, 1912.—Prescribes special express cartage limits for Kamloops, British Columbia.

No. 16017. February 20, 1912.—Approving Klondike Mines Railway Companies Standard Freight Mileage Tariff for carload traffic, C.R.C. 5

No. 16022. February 23, 1912.—Approving Standard Tariffs of Maximum Freight and Passenger Tolls, C.R.C. Nos. 102 and 42 respectively, of the Napierville Junction Railway Company.

No. 16039. February 27, 1912 and 16043. February 26, 1912.—Prescribes special express cartage limits for Bernie, British Columbia, and Lethbridge, Alberta.

No. 16057. March 1, 1912.—Kingston and Pembroke Railway Company, jointly with Canadian Pacific Railway, to establish a rate of 10½ cents per 100 pounds on ex-lake grain from Kingston to Montreal, including stop-over at Almonte for milling purposes.

No. 16059, March 4, 1912.—Prescribing a rate of 55 cents per 100 lbs. on lumber (including flooring) in carloads of a minimum weight of 40,000 lbs. from Port Arthur and Fort William to Vancouver.

No. 16061, March 2, 1912.—Prescribing express tolls for the carriage of daily newspapers throughout Canada.

No. 16090, March 8, 1912.—Any express company at a common point required to accept shipments for exclusive points of a competing company, when requested to do so by shipper because of superior facilities.

No. 16147, March 18, 1912, and 16165, March 25, 1912.—Prescribes special express cartage limits for Ottawa, Ontario, and Hull, Quebec.

No. 16153, March 18, 1912.—Rescinding Order No. 12783 of January 18, 1911, *re* Dawson Board of Trade vs. White Pass and Yukon Route.

No. 16171, March 25, 1912.—Approving Supplement No. 8 to Express Freight Classification for Canada, No. 2.

I have the honour to be, sir,

Your obedient servant,

J. HARDWELL,

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

APPENDIX E.

A. D. CARTWRIGHT, Esq.,
Secretary B.R.C.,
Ottawa.

DEAR SIR,—I beg to submit herewith list of plans approved, examinations and inspections made by the Engineering Department of the Board, covering period from April 1, 1911, to March 31, 1912.

I have the honour to be, sir,

Your obedient servant,

GEO. A. MOUNTAIN.
Chief Engineer.

LIST OF INSPECTIONS MADE BY ENGINEERING DEPARTMENT FROM APRIL 1, 1911, TO MARCH 31, 1912.

April 2.—Inspection of transfer track between the Canadian Pacific Railway, Great Northern Railway (B. S. and H. B. Ry.) and the Canadian Northern Railway in the city of Brandon, Man.

April 4.—Inspection of ditch about three-quarters of a mile southwest of Port Kells, along the right of way of the Great Northern railway (V. V. & E. Ry.), in connection with the flooding of the lands of George Gordon, Port Kells, from the overflow of the ditch.

April 6.—Inspection of location of the Canadian Northern Ontario railway across the farm of E. N. Smith, lot 3, con. 4, township of Clarke, Ont.

April 7.—Inspection of grade level crossing and subway on Sarnia branch of the Grand Trunk Railway at Crewson's Corners, west of Acton West, Ont.

April 8.—Inspection of the Grand Trunk Railway interlocking plant at Lynden Junction, Ont.

April 11.—Inspection of highway crossing on the Grand Trunk Pacific railway in n.w. ¼-section 15, township 53, range 28, w. 2 m., district of Saskatchewan.

April 11.—Inspection of farm crossing for John Gevrat, Young, Sask., on the line of the Canadian Pacific Railway in section 6, township 23, range 7, w. 2 m., Yorkton, Sask.

April 12.—Inspection or road division on the line of the Grand Trunk Pacific Railway in the northeast quarter of section 6, township 32, range 26, w. 2 m., Yorkton, Sask.

April 18.—Inspection of bridges on the Laurentian branch of the Canadian Pacific Railway at Mileages 0·7 and 7·1, for opening for traffic.

April 19.—Inspection for opening for traffic of the Whitney extension of the Central Ontario Railway, from Maynooth to Mileage 14·5, a distance of 14·5 miles.

April 19.—Inspection of location of the Grand Trunk Pacific branch lines, Calgary branch, where it proposes to cross the Langdon branch of the Canadian Pacific Railway, near Irracana, Alta.

April 19.—Inspection of revised location of the Grand Trunk Pacific Railway, Tofield-Calgary branch, where they propose to run along the east bank of the Canadian Pacific Railway irrigation canal through parts of section 1, township 24, range 1, w. 5 m., from the road allowance crossing to the crossing of the irrigation canal, 1,000 feet.

April 21.—Inspection of road diversion on the Calgary branch of the Canadian Pacific Railway in the northwest quarter of section 11, township 25 range 28, w. 4 m.

April 22.—Inspection of Annesley cattle guard on Temiskaming and Northern Ontario Railway near North Bay, Ont.

April 23.—Inspection of overhead crossing on farm of James Fitzgibbon over C. N. O. Railway.

April 24.—Inspection of siding for the Toronto Bolt and Nut Company, Toronto, from the Grand Trunk Railway.

April 28.—Inspection of steel work at St. Lawrence street subway, Montreal, P.Q., under the tracks of the Canadian Pacific Railway.

April 29.—Inspection of highway crossing over the Canadian Northern Quebec Railway at St. Pierre, P.Q., *re* improvements requested by the municipality.

May 4.—Inspection of Maniwaki branch of the Canadian Pacific Railway *re* landslide at Mileage 25·5.

May 5.—Inspection *re* complaint of the rural municipality of Stuartburn against the Canadian Northern Railway in connection with ditches, highway crossings, fencing, &c.

May 6.—Inspection *re* petition of the Hanley Grain Growers' Association, Hanley, Sask., regarding loading platform accommodation at that point, on the Canadian Northern Railway.

May 8.—Inspection *re* complaint as to the unsanitary condition in the Canadian Northern Railway yards at Emo, Man.

May 8.—Inspection of bridges 208A and 208B on the Canadian Northern Railway main line near Bears Pass.

May 8.—Inspection of Girard branch of the Grand Trunk Railway *re* Bagnoche drainage claims.

May 9.—Inspection of St. Ann street, Ste. Hyacinthe, P.Q., in connection with proposed subway under the Grand Trunk railway.

May 9.—Inspection of trestle approaches and swing span over the Richelieu river on the Quebec, Montreal and Southern Railway, near Sorel, P.Q.

May 10.—Inspection *re* drainage complaint of the residents of Dorion, near Vaudreuil, on the line of the Canadian Pacific Railway.

May 11.—Inspection of Toronto grade separation.

May 11.—Inspection of the location of the Canadian Northern Ontario Railway near Sydenham, Ont.

May 16.—Inspection of location of proposed spur for the Tuxedo Park Company into the premises of the Canada Cement Company in the parish of St. Boniface, Winnipeg, Man.

May 17.—Inspection *re* petition of the resident of Rosenfeldt in connection with the flooding of their lands by the Canadian Pacific Railway.

May 18.—Inspection of location of the Canadian Northern Ontario Railway through the farm of John Brookman, in the township of Grenville, P. Q.

May 22.—Inspection of bridges on the New Brunswick Southern Railway, Atlantic Division (C.P.R.) Mileages 30·5, 50·4, and 19·82.

May 23.—Inspection of drainage at Dorion, P.Q., in connection with complaint of residents against the Canadian Pacific Railway and the Grand Trunk Railway.

May 24.—Inspection of street crossings on the Grand Trunk Railway in the Town of Montreal West, the Town of St. Pierre, and Town of Lachine, P. Q.

May 30.—Inspection of street crossings in the Parish of Maisonneuve, P. Q., on the lines of the Canadian Northern Quebec Railway and the Montreal Terminal Railway.

May 31.—Inspection of road diversion on the Canadian Northern Quebec Railway at mileage 39·35, Portneuf, P. Q.

May 31.—Inspection of the location of the Canadian Northern Quebec Railway through the farm of A. Frenette, at Portneuf, P. Q.

May 31.—Inspection of location of proposed viaduct where Canadian Northern Ontario Railway crosses the public road and creek on Lot 13, Con. 3, Township of Whitby, Ontario.

June 1.—Inspection of proposed location of subway where the Canadian Northern Ontario Railway cross the road allowance between Lots 10 and 11, Con. 4, Township of Clarke, with reference to complaint of Mr. Hallowell.

June 2.—Inspection of proposed extension of Francis street across the track of the Canadian Pacific Railway at Blind River, Ontario.

June 2.—Inspection of farm crossing for N. Deschenes, of St. Antonin, P. Q., on the Temiscouata Railway.

June 5.—Inspection of proposed highway crossing at the junction of Tenth Avenue, Craig and Holmes, in the City of Vancouver, B. C.

June 6.—Inspection for opening for traffic of the Vancouver, Fraser Valley and Southern Railway, from Park Drive, Vancouver to Eighth Avenue, New Westminster, B.C., a distance of ten miles.

June 6.—Inspection for opening for traffic of the Mansonville extension of the Canadian Pacific Railway.

Juue 6.—Inspection of location of Westinghouse spur to the Toronto, Hamilton and Buffalo Railway near corner of Rosedale and Princess streets, Hamilton, Ontario.

June 8.—Inspection of trestle across Lake St. Francis, on the line of the Canadian Northern Quebec Railway, at Newago, P. Q.

June 9.—Inspection of cattle pass under the Canadian Pacific Railway, on the farm of W. T. O'Connor, near Castor, Alberta.

June 10.—Inspection of the Canadian Northern Railway from Russell, mile 104·3, to Clader, mileage 145·3, 41·0 miles.

June 12.—Inspection of double track of the Canadian Pacific Railway from Mile End to Quebec Junction, P. Q., for opening for traffic.

June 13.—Inspections of bridges on the Grand Trunk Railway, Ottawa Division, for opening for traffic.

June 15.—Inspection of proposed extension of Beech street, across the tracks of the Canadian Pacific Railway in the town of Sudbury, Ontario.

June 15.—Inspection of the interlocking appliances at the crossing of the Hamilton Street Railway, and the Port Dover branch of the Grand Trunk Railway, on King street, Hamilton, Ontario.

June 15.—Inspection of the Westinghouse spur of the Toronto, Hamilton and Buffalo Railway, from a point in lot 11, on the east side of Sherman Avenue, to the premises of the Canadian Westinghouse Company on the west side of Milton Avenue, Hamilton, a distance of 2183 feet.

June 15.—Inspection of Grand Trunk Railway crossing of Wellington street, Drayton, Ontario.

June 16.—Inspection of the crossing of the Prince Albert branch of the Canadian Northern Railway by the Grand Trunk Pacific Railway.

June 16.—Inspection in connection with area along Pembina Avenue, Fort Rouge, Winnipeg, in which express companies should deliver express free of charge.

June 17.—Inspection *re* complaint of Henry Sorenson of Strathmore, Alta, *re* diversion of Serviceberry creek, and no bridge built over same in N.W. ¼ section 22, township 25, range 25, W. 4 Mer.

June 19.—Inspection of bridges for opening for traffic on the Megantic and Drummondville Subdivisions of the Eastern Division of the Canadian Pacific Railway.

June 20.—Inspection *re* Tuxedo Park spur addition to interlocker at Oak Point, Man.

June 23.—Inspection of station site of the Grand Trunk Pacific Railway at Stoney Plain, Alta.

June 23.—Inspection of station site of the Grand Trunk Pacific Railway at Entwistle, Alta.

June 24.—Inspection for opening for traffic of the Quebec Railway, Light, Heat and Power Company's line to Montmorency Falls, P.Q.

June 24.—Inspection of spur for Baxter Bros.' quarry between Fort Erie and Stevensville, Southern Division of the Grand Trunk Ry.

June 26.—Inspection *re* complaint of the Local Improvement District about crossing south of Camrose, on the Vergreville-Calgary branch of the Canadian Northern Ry.

June 26.—Inspection of interlocking plant where the Grand Trunk Pacific Railway crosses the Canadian Pacific Railway at Camrose, Alta.

June 26.—Inspection for opening for traffic of the Vegreville extension of the Canadian Northern Railway, Battle river subdivision, from Vegreville to Munson, mileage 0 to mileage 162.

June 27.—Inspection *re* complaint of the united farmers of Alberta, against the Canadian Northern Railway in connection with lack of cattle guards in that vicinity.

June 27.—Inspection of Central Vermont railway lines in Canada as to their general condition.

June 27.—Inspection of Central Vermont Railway in connection with derailment at Frelighsburg, P.Q.

June 29.—Inspection of location of proposed gates at Valois Avenue, Montreal South, on the line of the Montreal and Southern Counties Railway.

June 29.—Inspection of location of proposed diversion of road allowance between concessions 7 and 8, township of Eldon, county of Victoria, and crossing of the road as diverted by the Georgian Bay and Seaboard Railway, at mileage 56·91.

June 29.—Inspection of overhead bridge between concessions 3 and 4, Township of Ops, on the line of the Grand Trunk Railway.

June 30.—Inspection of line of the Montreal and Southern Counties Railway in the parish of Montreal South, P.Q.

July 1.—Inspection of Robert S. Walker's patent cattle guard.

July 3.—Inspection for opening for traffic of the Grand Trunk Pacific Railway from Balcarres, mile 33·6 to Edgely, mileage 62·2, a distance of 28·4 miles.

July 4.—Inspection for opening for traffic of the Grand Trunk Pacific Railway, Prince Albert branch, from Young, mileage 0 to mileage 49, end of track.

July 5.—Inspection of highway crossing and road diversion on the Prince Albert branch of the Grand Trunk Pacific Ry. in Section 28, township 33, range 27, W. 2 Mer., Saskatchewan.

July 5.—Inspection of bridges on the Middle Division of the Grand Trunk Ry. for opening for traffic.

July 7.—Inspection for opening for traffic the Canadian Northern Railway, Maryfield extension, from Luxton to Ceylon, a distance of 89 miles.

July 7.—Inspection of bridges for opening for traffic on the Ontario Division of the Canadian Pacific Railway.

July 12.—Inspection for opening for traffic, of the Forward branch of the Canadian Pacific Railway, from Forward, mileage 26 to mileage 52·2, a distance of 26·2 miles.

July 12.—Inspection of farm crossing for F. Gravel on the line of the Quebec Railway, Light, Heat and Power Company, at Chateau River, P.Q.

July 13.—Inspection of gauntlet track of the Canadian Pacific Railway at Bordeau, P.Q.

July 13.—Inspection of location of proposed line in St. Lambert, P.Q., of the Montreal and Southern Counties Railway.

July 13.—Inspection for opening for traffic of the Goose Lake extension of the Canadian Northern Railway, Kinderly to Alsask, a distance of 44 miles.

July 15.—Inspection for opening for traffic of the Prince Albert branch of the Canadian Northern Railway from Shellbrook to Blaine Lake, a distance of 34 miles.

July 15.—Inspection for opening for traffic of the Crooked Lake Subdivision of the Canadian Northern Railway, from Shellbrook to Big River, a distance of 57 miles.

July 16.—Inspection for opening for traffic of the Kininvie branch of the Canadian Pacific Railway from Irricana to Standard, a distance of 36·7 miles.

July 18.—Inspection of Lachine, Jacques Cartier and Maisonneuve Railway.

July 18.—Inspection for opening for traffic of the Kinivie branch of the Canadian Pacific Railway, from Irricana to Standard, a distance of 36·7 miles.

July 23.—Inspection of proposed crossing of the Grand Trunk Pacific Branch Lines Company, Battleford branch, with the Pheasant Hills branch of the Canadian Pacific Railway, in the N.E. ¼ section 36, township 36, range 16, W. 3rd Mer., District of Saskatoon.

July 23.—Inspection for opening for traffic of the Canadian Northern Railway from Oak Point extension to Gypsumville, a distance of 97 miles.

July 24.—Inspection for opening for traffic of the Rossburn extension of the Canadian Northern Railway, from Calder to Hampton, a distance of 31 miles.

July 25.—Inspection for opening for traffic of the Delisle branch of the Canadian Northern Railway between Delisle and Macroix, a distance of 46 miles.

July 25.—Inspection of interlocking plant at Yorkton, Sask., where the Grand Trunk Pacific crosses the Canadian Northern Railway at that point.

July 28.—Inspection for opening for traffic of the Alberta Railway & Irrigation Company's line, known as the Kimball branch, from Raley south, a distance of eight miles.

July 28.—Inspection of drainage in the town of Vaudreuil, P.Q., blocked by the Canadian Pacific Railway.

August 1.—Inspection of the Tofield-Calgary branch of the Grand Trunk Pacific Railway between Tofield and Red Deer, Alta.

August 1.—Inspection of interlocking plant at Alix, Alta, where the Tofield-Calgary branch crosses the Lacombe branch of the Canadian Pacific Railway.

August 2.—Inspection for opening for traffic of the Grand Trunk Pacific Branch Lines, from mile 62·2 to 97·6, a distance of 35·4 miles.

August 2.—Inspection of interlocker at Balcarres where the Grand Trunk Pacific Railway, Melville-Regina branch, across the Canadian Pacific Railway, Pheasants Hill Branch.

August 2.—Inspection of westbound track of the Montmorency branch of the Quebec, Railway, Light Heat & Power Company's line.

August 3.—Inspection of the right of way of the Canadian Northern Railway in connection with complaint of J. M. Speechly of Shellbrook, Sask., as to fencing on their Prince Albert-Battleford branch, between Shellbrook and Marcelin.

August 3.—Inspection for opening for traffic of the Craven-Colonsay branch of the Canadian Pacific Railway, from Colonsay to Imperial, a distance of 49·7 miles.

August 3.—Inspection of location for a loading platform at Skipton, Sask., on the Canadian Northern Railway, as requested by the Skipton Grain Growers Association.

August 3.—Inspection *re* complaint of C. E. Haynes, Strathmore, Alta., against the Canadian Northern Railway not fencing the creek on the road allowance.

August 12.—Inspection of interlocking plant at crossing of Niagara, St. Catharines & Toronto Railway, and the Michigan Central Railway at Essex, Ont.

August 12.—Inspection of interlocker at crossing of the Sudbury-Kleinburg branch of the Canadian Pacific Railway and the Georgian Bay & Seaboard Railway near Coldwater, Ont.

August 12.—Inspection of proposed highway crossing between Township of Manvers and the township of Cavan, and between Concessions 7 and 6, township of Manvers, Ont.

August 12.—Inspection of proposed road diversion between concessions 7 and 8, township of Cavan, on the Georgian Bay & Seaboard Railway.

August 15.—Inspection of the Algoma Central & Hudson Bay Railway for opening for traffic of the Magpie branch.

August 18.—Inspection for opening for traffic of the bridges on Muskoka Subdivision of the Canadian Pacific Railway.

August 22.—Inspection of north track (westbound) for opening for traffic, of the Montmorency branch of the Quebec Railway, Light, Heat & Power Company's Railway.

August 25.—Inspection for opening for traffic of the Montreal & Southern Counties Railway, from Front street, St. Lambert, to the Country Club.

August 30.—Inspection of interlocker at Cloverdale, B.C., where the line of the Vancouver Car Company crosses the track of the New Westminster & Southern Railway.

August 30.—Inspection of farm crossing of Mr. Harding, on the line of the Canadian Pacific Railway near St. John, N.B.

September 2.—Inspection of Great Northern Railway where the municipality of Burnaby requests that the Railway Company be directed to construct culverts where it crosses the Cariboo road.

September 5.—Inspection of Canadian Pacific Railway where Mrs. J. M. McQuarrie of Yale, B.C., claims it damages the Gordon creek property.

September 6.—Inspection of the Atlantic Division of the Canadian Pacific Railway *re* exemption from fencing.

September 6.—Inspection of the Grand Trunk Railway in connection with closing up farm crossing of A. Gagnier, Alexandria, Ont.

September 7.—Inspection of protection at drawbridge on the Great Northern Railway at False creek, Vancouver, B.C.

September 7.—Inspection of passenger walk down Main street, and over the tracks of the Canadian Pacific Railway to the dock of the Grand Trunk Pacific Rail way Company at Vancouver, B.C.

September 7.—Inspection of crossing of the British Columbia Electric Railway with the Vancouver, Victoria & Eastern Railway, also crossing of the Canadian Pacific Railway, at Millside, B.C.

September 7.—Inspection of proposed farm crossing for A. Lauzon, west of Stony Point, Ont., on the Grand Trunk Railway.

September 8.—Inspection of crossing of Royce Avenue, Toronto, Ont., by the Grand Trunk Railway, also crossing of industrial siding of the Canadian Pacific Railway.

September 11.—Inspection in connection with the application of the city of Edmonton for an Order directing the Canadian Northern Railway and the Canadian Pacific Railway to use one set of tracks from easterly boundary of city to First Street.

September 11.—Inspection of level crossings over the Calgary-Edmonton Railway, at Second and Third Avenues south, and Second and Third Avenues north, in the city of Strathcona, Alta.

September 11.—Inspection of subway under the Calgary-Edmonton Railway at Queen street, Strathcona, Alta.

September 11.—Inspection of Clark street crossing of the Grand Trunk Pacific Railway at Edmonton, Alta.

September 12.—Inspection for opening for traffic of the Canadian Pacific Railway, Lacombe branch, from Stettler, mile 49·6, to Castor, mile 84·6.

September 12.—Inspection of Huskisson street subway on the Grand Trunk Railway, at Guelph, Ont.

September 13.—Inspection of drainage on Mr. Doxtater's farm at Glenross, Ont., on the line of the Central Ontario Railway.

September 14.—Inspection of drains laid under Wellington street, Forest Avenue, and Third Avenue, St. Thomas, Ont. in accordance with Order No. 11602, on the Michigan Central Railroad.

September 14.—Inspection of farm crossing for J. A. Riddell on lot 35, concession 1, township of Williamsburg, county of Dundas, on the line of the Grand Trunk Railway.

September 15.—Inspection of drain laid by the Grand Trunk Railway for Mr. Connor, at Elora, Ont.

September 18.—Inspection of the Grand Trunk Pacific Railway in connection with petition of the farmers of Ribstone, Alta., asking that the Grand Trunk Pacific Railway be directed to install siding accommodation suitable to accommodate two elevators and a loading platform at this place.

September 18.—Inspection in connection with the application of the Canadian Northern Railway for authority to construct branch line through Block No. 4, Hudson Bay Reserve, City of Edmonton, crossing Mackenzie, Peace and Athabasca Avenues.

September 19.—Inspection for opening for traffic of the Wye river cut-off of the Grand Trunk Railway.

September 20.—Inspection of farm crossing for G. A. Benson, at Hartley, Ont., on the line of the Grand Trunk Railway.

September 20.—Inspection for opening for traffic of the second track of the Canadian Pacific Railway from Portage, mile 55, to Sidney, mile 92·4, a distance of 37·4 miles.

September 20.—Inspection for opening for traffic of the Canadian Pacific Railway from Douglas, mile 121, to east side of bridge over the Assiniboine river, east of Brandon, a distance of 10·2 miles.

September 20.—Inspection of the crossing of the Esquimalt and Nanaimo Railway by the line of the Vancouver and Nanaimo Coal Company.

September 21.—Inspection of the Canadian Pacific Railway in connection with their application for authority to construct industrial spur leading to the property of S. Houton, across Fourth street west, Calgary, Alta.

September 22.—Inspection for opening for traffic of the Oakland extension of the Canadian Northern Railway from Totogan to end of track, a distance of 17 miles.

September 22.—Inspection of crossing of Howard Avenue, Walkerville, Ont., by the line of the Essex and Lake Shore Rapid Railway.

September 22.—Inspection of the Essex Terminal *re* Windsor branch of the Essex and Lake Shore Rapid Railway.

September 22.—Inspection of farm crossing of R. Langlois at St. Leonard, N.B., on the line of the Canadian Pacific Railway.

September 23.—Inspection of the Pére Marquette and the Michigan Central Railroads at Shedden, Ont., in connection with obstruction of view of public road crossing.

September 25.—Inspection of trestle on Niagara, St. Catharines and Toronto Railway at St. Catharines, Ont.

September 26.—Inspection of crossing of the old main line of the Grand Trunk Railway by the new second track of the Canadian Pacific Railway near Montreal Junction.

September 27.—Inspection for opening for traffic of the Lacombe branch of the Canadian Pacific Railway from Castor to Coronation, a distance of 20 miles.

September 27.—Inspection of interlocker where the Canadian Northern Railway, Vegreville-Calgary line, crosses the Lacombe extension of the Canadian Pacific Railway.

September 30.—Inspection in connection with application of the Midland Railway of Manitoba to join its tracks with the tracks of the Canadian Pacific Railway in lot 55, parish of St. Boniface, Winnipeg, and to cross the Grand Trunk Pacific Railway in the said lot.

September 30.—Inspection of crossing of the Canadian Pacific Railway by the extension of McIntosh street, Foam Lake, Sask.

September 30.—Inspection of interlocking appliances at the crossing of the Canadian Northern Railway by the Harwood branch of the Grand Trunk Railway at Cobourg, Ont.

September 30.—Inspection of Canadian Northern Ontario Railway for opening for traffic from Toronto to Trenton, a distance of 105 miles.

September 30.—Inspection of crossing of William and Ontario streets, by the Canadian Northern Ontario Railway in the town of Cobourg, Ont.

September 30.—Inspection of highway crossing between lots 30 and 31, con. 4, township of Darlington, on the Canadian Northern Ontario Railway.

October 2.—Inspection of proposed crossing of Rue Messieur over the tracks of the Canadian Pacific Railway in St. Boniface, Man.

October 3.—Inspection of station site of the Grand Trunk Pacific Railway at Stony Plain, Alta.

October 3.—Inspection of proposed branch line of the Canadian Northern Railway into the premises of the Pintsch Compressing Company at Edmonton, Alberta.

October 3.—Inspection of proposed crossing of the Stobie branch of the Canadian Pacific Railway in the township of McKim, Ontario.

October 3.—Inspection of crossing of the Toronto, Hamilton and Buffalo Railway by the Grand Valley Railway at Market street, Brantford, Ontario.

October 4.—Inspection of bridge No. 72.6, on the Sudbury Subdivision of the Canadian Pacific Railway, for opening for traffic.

October 5.—Inspection of side road crossing of the Grand Trunk Railway near Tillsonburg, Ontario.

October 5.—Inspection of Canadian Northern Railway, Moosejaw extension, from Radville to end of track, a distance of 83 miles, for opening for traffic.

October 6.—Inspection of the Canadian Northern Railway from Maryfield to Luxton, a distance of 68 miles, and from Luxton to Radville, a distance of 72 miles, for opening for traffic.

October 6.—Inspection of interlocker where the Maryfield extension of the Canadian Northern Railway crosses the Souris branch of the Canadian Pacific Railway at Midale, Saskatchewan.

October 7.—Inspection of proposed overhead crossing of Barrett, Ontario, and Peter streets in Port Hope, by the Port Hope cut-off of the Grand Trunk Railway.

October 7.—Inspection of Webbwood and Algoma subdivisions of the Canadian Pacific Railway in connection with exemption from fencing.

October 9.—Inspection of Canadian Northern Railway at Swan river subdivision, mile 89, in connection with accident.

October 9.—Inspection of Algoma Central and Hudson Bay Railway for opening for traffic from mile 47 to 85, and mile 164 to 170.5, north of Sault Ste. Marie, Ontario.

October 10.—Inspection for opening for traffic of the Canadian Northern Railway, Thunder Hill extension, from Pelly to Preeceville, a distance of 37 miles.

October 10.—Inspection of Canadian Northern Railway, Thunder Hill extension, N.E. ¼ section 11, township 34, range 4, W.2.M., in connection with siding for J. K. Johnson of Canora, Saskatchewan.

October 15.—Inspection in connection with request of Qu'Appelle Board of Trade and the Indian Industrial School of Laurette, for a transfer track between the Grand Trunk Pacific Railway and the Canadian Pacific Railway at Balcarres, or Regina, Saskatchewan.

October 13.—Inspection of proposed public road crossing between lots 462 and 359, parish of St. Benoit, P.Q., by the Canadian Northern Ontario Railway.

October 13.—Inspection of the Kipp-Aldersyde branch of the Canadian Pacific Railway, from Carmangay, mile 27.7 to mile 84.9, for opening for traffic.

October 14.—Inspection of Canadian Northern Railway spur leading into the Hudson Bay Company's warehouse, passing under the bridge.

October 17.—Inspection of overhead highway bridge repaired and renewed by Order of the Board on the Quebec and Occidental Railway, at New Richmond, province of Quebec.

October 18.—Inspection of trestle bridge over the Cascapedia river on the Quebec and Occidental Railway at Cascapedia, province of Quebec.

October 18.—Inspection of revised location of Niagara, St. Catharines and Toronto Railway for opening for traffic.

October 19.—Inspection of the Atlantic, Quebec and Western Railway in connection with complaint of residents at Port Daniel, P. Q., about openings in the embankments of the railway.

October 19.—Inspection of farm crossing for J. A. Chedore at Gascons on the Atlantic, Quebec and Western Railway.

October 19.—Inspection of the Atlantic, Quebec and Western Railway in connection with complaint of Rev. Dubé of Gascons *re* water supply.

October 20.—Inspection of the Atlantic, Quebec and Western Railway, in connection with complaint of W. Bisson of Grand River *re* fencing, gates and crossings.

October 20.—Inspection of farm crossing for A. Shannon on the Atlantic, Quebec and Western Railway at Breche a Manon, province of Quebec.

October 20.—Inspection of farm crossing for A. Lalievre on the Atlantic, Quebec and Western Railway at Breche a Manon, province of Quebec.

October 24.—Inspection of Canadian Northern Ontario Railway for opening for traffic from Trenton easterly to the crossing of the spur to the Lehigh Valley cement works, a distance of 15.5 miles.

October 24.—Inspection of transfer track connecting the Grand Trunk Railway and the Canadian Pacific Railway at Goderich, Ontario.

October 24.—Inspection of Keith's siding near Toronto, Ontario.

October 24.—Inspection of the Temiscouata Railway in connection with complaint of A. Nadeau of Caron Brook, N.B., *re* diverted water course.

October 25.—Inspection of proposed location of freight shed of the Grand Trunk Railway on Cardigan street, Guelph, Ontario.

October 26.—Inspection of the Canadian Northern Quebec Railway in connection with complaint of C. Poliquin of Portneuf, P.Q., *re* condition of ditches and drainage.

October 27.—Inspection of the Grand Trunk Railway in connection with complaint of G. Beaumier of Ste. Angele, P.Q., *re* gates and crossings.

October 27.—Inspection of bridge at mile 15.9 on Cranbrook branch of Canadian Pacific Railway, for opening of traffic.

October 27.—Inspection of bridge at mile 36.6, Cranbrook branch of the Canadian Pacific Railway, for opening for traffic.

October 27.—Inspection of the Canadian Pacific Railway at Elko, B.C., in connection with complaint of John Irving *re* flooding of his land.

October 28.—Inspection of the Central Vermont Railway in Canada in connection with condition of track.

October 30.—Inspection of bridge at mile 32.7 on the Lardo branch of the Canadian Pacific Railway, for opening for traffic.

November 2.—Inspection of a portion of the Sudbury-Port Arthur line of the Canadian Northern Ontario Railway from Gowganda Junction to a point one mile west of Ruel station, a distance of 14 miles.

November 4.—Inspection of bridge at mile 101.0, Thompson branch of the Canadian Pacific Railway, for opening for traffic.

November 4.—Inspection of bridge at mile 84.6, Thompson branch of the Canadian Pacific Railway, for opening for traffic.

November 4.—Inspection of bridge at mile 79.1, Cascade branch of the Canadian Pacific Railway, for opening for traffic.

November 4.—Inspection of bridge at mile 113.5, Cascade branch of the Canadian Pacific Railway, for opening for traffic.

November 4.—Inspection of bridge at mile 125.2, Cascade branch of the Canadian Pacific Railway, for opening for traffic.

November 8.—Inspection for opening traffic of the double track of the Canadian Pacific Railway from Smith's Falls west to Glen Tay, a distance of 16 miles.

November 13.—Inspection of Clyde road crossing 2½ miles east of Galt station on the Canadian Pacific Railway, London subdivision.

November 13.—Inspection of Armstrong road crossing on the Grand Valley Railway, near Brantford, Ontario.

November 14.—Inspection of King street crossing by the Grand Valley Railway at Hagersville, Ontario.

November 15.—Inspection of public road crossing on the Canadian Northern Ontario Railway one and a half miles east of Brighton station.

November 16.—Inspection of highway crossing on the Canadian Pacific Railway in the St. Phippip Valley.

November 15.—Inspection of farm crossing for C. A. Ruddick, at Brighton, Ontario, on the line of the Canadian Northern Ontario Railway.

November 16.—Inspection of the Crookston Fuller road crossing on the line of the Canadian Pacific Railway about one and a half miles east of Ivanhoe station.

November 16.—Inspection of overhead crossing of Brooker's road two and a half miles west of Mallorytown, Ont., on the line of the Grand Trunk Railway.

November 16.—Inspection of location of siding for the Dominion Quarry Company at Beauport, P.Q.

November 17.—Inspection of Mr. Dell's Automatic Electric Bell at Vaudreuil, P.Q., on the line of the Canadian Pacific Railway.

November 19.—Inspection of location of the Canadian Northern Ontario Railway between Poplar Plains road and Islington, Ont.

November 21.—Inspection of spur for the Clifton Sand Gravel & Construction Co. on the line of the Grand Trunk Railway.

November 21.—Inspection of public road crossing on Vegreville-Calgary branch of the Canadian Northern Railway between sec. 25 and 26, township 43, range 20, W. 4. M.

November 21.—Inspection for opening for traffic of the Canadian Northern Railway from Warden to Drumheller, Alta.

November 29.—Inspection of the Smith drain on the line of the Michigan Central Railroad near St. Thomas, Ont.

November 29.—Inspection of bridge 0·5, Windsor subdivision, Canadian Pacific Railway.

November 29.—Inspection of the Esquimault & Nanaimo Railway for opening for traffic from Cameron Lake to Port Alberni.

November 29.—Inspection of bridge at mileage 64.4 of the Esquimault & Nanaimo Railway.

November 29.—Inspection of bridges at mileages 131.7 and 132.3 on the line of the Esquimault & Nanaimo Railway, for opening for traffic.

November 29.—Inspection of the Estevan to Forward branch of the Canadian Pacific Railway and diversion of public highway across its tracks at mileage 4.183.

November 29.—Inspection of crossing of the Canadian Pacific Railway between Sections 15 and 22, township 6, range 12, W.2.M., in the municipality of Cymra, No. 36.

December 1.—Inspection of bridges 21.7 and 22.5, on the Moosejaw subdivision of the Canidian Pacific Railway, for opening for traffic.

December 1.—Inspection of highway crossing over the Michigan Central Railway at Leamington, Ont.

December 4.—Inspection of Talbot Avenue where it crosses the main line of the Canadian Pacific Railway, Elmwood, Winnipeg, Man.

December 7.—Inspection of public road crossing of the tracks of the Canadian Northern Railway and Grand Trunk Pacific Railway at Stony Plain, Man.

December 7.—Inspection of highway crossing over the line of the Grand Trunk Railway at Valleyfield, P.Q.

December 8.—Inspection of proposed subway at Prudhomme Avenue, Montreal, under the tracks of the Canadian Pacific Railway.

December 11.—Inspection of subway at Eighth street, Calgary, Alta., on the line of the Canadian Pacific Ry.

December 12.—Inspection for opening for traffic, C. P. R. Lake Manitou branch, from Wilkie to Cut Knife, a distance of 27·8 miles.

December 13.—Inspection of interlocker where the Grand Trunk Pacific Railway, Prince Albert branch, crosses the Canadian Pacific Railway, Pheasant Hills branch, near Viscount.

December 18.—Inspection *re* proposed elevation of the new Canadian Northern Railway freight tracks over Main street, south, Winnipeg, Man.

December 20.—Inspection for opening for traffic of the second track of the Canadian Pacific Railway, from Moosejaw to Pasqua, mileage 127.68 to mileage 134·43.

December 21.—Inspection for opening for traffic of the Forward branch of the Canadian Pacific Railway from Ogema, mileage 52.20, to Viceroy, mileage 75.85, a distance of 23.65, miles.

December 21.—Inspection of interlocking plant installed by the Grand Trunk Railway at Alford Junction, Ont.

December 21.—Inspection of overhead crossing on the Grand Trunk Railway between lot 3, con. 1, and lot 93, con. 2, township of Tay, Ont.

December 23.—Inspection of farm crossing for James Connelly on the Crows-Nest branch of the Canadian Pacific Railway.

December 23.—Inspection of public road crossing at mileage 83.66 of Kipp to Aldersyde branch of the Canadian Pacific Railway.

December 27.—Inspection of street crossings on the Grand Trunk Railway, and the Canadian Pacific Railway at Montreal, P.Q.

December 27.—Inspection of the proposed highway crossing over the Central Vermont Railway at Iberville, P.Q.

December 27.—Inspection of crossing of the Canadian Northern Railway, Calgary-Vegreville branch over the McLeod branch of the Canadian Pacific Railway, near Calgary.

December 27.—Inspection of the Georgian Bay & Seaboard Railway from Coldwater to Bethany Junction for opening for traffic.

December 29.—Inspection of gates, fences, &c., on the line of the Grand Trunk Railway at Laprairie, P.Q.

December 30.—Inspection of public road crossing on the line of Kootenay Central Railway (C.P.R.) at mileage 5·48.

January 2.—Inspection for opening for traffic of the Canadian Northern Ontario Railway from Harrowsmith to Sydenham, Ont.

January 3.—Inspection of concrete piping placed under Third Avenue, Forrest Avenue and Wellington street, in the city of St. Thomas, by the Michigan Central Railway.

January 3.—Inspection of double track of the Michigan Central Railway where it crosses the north branch of the Talbot road opposite lots 19 and 20, township of Southwold, Ont.

January 3.—Inspection for opening for traffic of the Canadian Northern Railway, Grosse Isle to end of track, a distance of 31 miles.

January 3.—Inspection of site of proposed gates and tower at Aylwin, Joliette and Nicolet street, in the city of Montreal, P.Q.

January 12.—Inspection for opening for traffic of the Canadian Pacific Railway, Moosejaw branch, southwesterly, from mileage O to Dunkirk, mileage 27.4.

January 17.—Inspection for opening for traffic of the Canadian Pacific Railway, Swift Current, southeasterly, mileage O to Melville, mileage 27·4.

January 17.—Inspection of interlocker at Papineau Avenue, at crossing of the Canadian Pacific Railway, and inspection of interlocker at crossing of Grand Trunk Railway and Montreal Tramway-Line at Turcotte, P. Q.

January 22.—Inspection of public road crossing on the line of the Kootenay Central Railway, (C. P .R.) mileage 5.48.

January 22.—Inspection for operation of Grand Trunk Railway bridges between Toronto and Guelph, Ont.

January 23.—Inspection of work done at Wellington street crossing at Drayton, Ont.

January 23.—Inspection of interlocker at Dana, Sask., on main line of the Canadian Northern Railway, crossing Grand Trunk Pacific Railway, Prince Albert branch.

January 24.—Inspection for opening for traffic of the Canadian Northern Railway, Rossburn branch from Hampton to the connection with its main line, east of Canora, a distance of 15 miles.

January 24.—Inspection for opening for traffic of the Canadian Pacific Railway, Yorkton to Canora, a distance of 29.5 miles.

January 24.—Inspection of King street crossing of the Canadian Pacific Railway at Walkerton, Ont.

January 25.—Inspection of location of the Canadian Pacific Railway at Guelph Junction, Ont., in connection with complaint of A. Agnew.

January 25.—Inspection of location of the Canadian Pacific Railway through farm of E. Agnew at Campbellville, Ont.

January 26.—Inspection of cattle pass for Mr. Mahon on the Georgian Bay & Seaboard Railway near Lindsay, Ont.

January 26.—Inspection of loading platform at Anglia, Sask., in connection with complaint of L. J. Pepper of Kingsland, Sask.

January 27.—Inspection of diverted road crossing between sections 12 and 13, township 6, range 18, W. 2. M., in connection with complaint from town of Radville, Sask.

January 27.—Inspection of proposed crossing of highway between lots 6 and 7, concession B, township of Murray, by a track connecting the Canadian Northern Ontario Railway with the Central Ontario Railway, one half mile west of Picton station.

January 27.—Inspection of deviation of the Canadian Pacific Railway main line, Schreiber section, mileage 92 to 95, for opening for traffic.

January 27.—Inspection of Père Marquette Railway, from London to Port Stanley, Ont., a distance of 23 miles.

January 27.—Inspection of the Cascade—division of the Canadian Pacific Railway, in connection with the diversion of certain streams at mileage 110·1.

January 27.—Inpection of interlocking plant installed at the crossing of Vancouver, Victoria & Eastern Railway by the Vancouver, Fraser Valley & Southern Railway near Ardley, B.C.

January 28.—Inspection of the Laggan division of the Canadian Pacific Railway, for exemption from fencing.

January 31.—Inspection of work done at River Rouge bridge on the line of the Canadian Northern Ontario Railway, at St. Andrews, P.Q.

January 31.—Inspection of E. Fournier's farm crossing near St. Andrews, P.Q., on the Canadian Northern Ontario Railway.

February 1.—Inspection of bridge for operation on the Montreal Terminals of the Canadian Pacific Railway.

February 1.—Inspection Boissevain to Lauder branch of the Canadian Pacific Railway, from section 34, township 4, range 20 W. 1 M., mileage 8 to 17.

February 1.— Inspection of farm crossing for Mr. Gliden on the line of the Canadian Pacific Railway, near Lacombe, Alta.

February 2.—Inspection of dangerous crossing at Cromer, Man., in connection with complaint of W. R. Clark, Cromer, Man.

February 6.—Inspection of bridges for opening for traffic on the Toronto and Havelock subdivision of the Canadian Pacific Railway.

February 6.—Inspection of the Lacombe subdivision of the Canadian Pacific Railway for exemption from fencing.

February 6.—Inspection of Red Deer subdivision of the Canadian Pacific Railway for exemption from fencing.

February 6.—Inspection of the Edmonton subdivision of the Canadian Pacific Railway for exemption from fencing.

February 7.—Inspection of fences erected along north approach to Prince Edward bridge at Belleville, Ont.

February 8.—Inspection of the Canadian Northern Ontario Railway for opening for traffic between Belleville and Deseronto, Ont.

February 8.—Inspection of MacLeod subdivision of the Canadian Pacific Railway from exemption from fencing.

February 9.—Inspection of public road bridge at mileage 2·6 on the Crows Nest branch of the Canadian Pacific Railway.

February 9.—Inspection of public road bridge at mileage 10·6 of the Crows Nest Branch of the Canadian Pacific Railway.

February 12.—Inspection of diverted crossing between sections 12 and 13, township 6, range 18, W. 2nd Meridian, in connection with complaint of the town of Radville, Sask.

Februray 14.—Inspection of bridges 11·9 near Headingly, and 24·4 at La Salle river, Souris subdivision, for opening for traffic.

February 16.—Inspection of Sirdar subdivision of the Canadian Pacific Railway for exemption from fencing.

February 16.—Inspection of Kimberley subdivision of the Canadian Pacific Railway for exemption from fencing.

February 16.—Inspection of bridge at mileage 62·8, Sirdar subdivision of the Canadian Pacific Railway, for opening for traffic.

February 16.—Inspection of bridges on the Ottawa Division of the Grand Trunk Railway.

February 16.—Inspection of P. Lauzon's farm crossing near St. Jovite, on the line of the Canadian Pacific Railway.

February 16.—Inspection of bridges on the Farnham division of the Canadian Pacific Railway.

February 16.—Inspection of bridge at mileage 80·5, Sirdar subdivision of the Canadian Pacific Railway, for opening for traffic.

February 16.—Inspection of bridge at mileage 8·2 Cranbrook subdivision of the Canadian Pacific Railway, for opening for traffic.

February 16.—Inspection of Cranbrook subdivision of the Canadian Pacific Railway for exemption from fencing.

February 16.—Inspection of the Crows Nest branch of the Canadian Pacific Railway for exemption from fencing.

February 18.—Inspection of Vancouver, Victoria & Eastern Ry. from Princeton to Coalmount, a distance of 13 miles for opening for traffic.

February 22.—Inspection of land of John Irving, on the line of the Canadian Pacific Railway, at Elko, B. C.

February 22.—Inspection of location of the Kettle Valley Railway at Penticton, B.C., in connection with complaint of the Penticton Lumber Co.

February 23.—Inspection of interlocker at St. James, where the Midland Railway (C.N.R.) leaves the tracks of the C. N. Ry. and crosses the double track of the Grand Trunk Pacific Railway main line.

February 23.—Inspection of highway crossing immediately west of Silverdale station on the Toronto, Hamilton & Buffalo Railway.

February 23.—Inspection of Welland drawbridge on the line of the Michigan Central Railway.

February 24.—Inspection of interlocker where spur to the Grasseli Chemical Co. crosses the Grand Trunk Railway, and the Hamilton Radial Railway near Ottawa street, Hamilton, Ont.

February 26.—Insepction of St. Francois river bridge on the line of the Quebec, Montreal & Southern Counties Railway.

February 27.—Inspection of proposed crossing between lots 94, concession 2, and lot 13, concession 3, township of Tay, Ont.

February 29.—Inspection of New Brunswick & Prince Edward Island Railway from Sackville to Cape Tormentine, a distance of 36 miles.

March 1.—Inspection of location of proposed bridge across 13th street, Lethbridge, over the line of the Canadian Pacific Railway.

March 4.—Inspection *re* petition of farmers of Carberry, Man., for siding on the Canadian Pacific Railway.

March 5.—Inspection of crossing at grade of the Grand Trunk Pacific Railway, Brandon branch, with the Canadian Pacific Railway main line, district of Brandon.

March 5.—Inspection of Canadian Pacific Railway bridges, Ontario division, for opening for traffic.

March 7.—Inspection of bridges on the Middle and Southern divisions of the Grand Trunk Railway.

March 9.—Inspection of highway crossing on the Grand Trunk Pacific Railway, section 12, township 55, range 4, W. 5th Meridian, proposed to be changed to public road allowance.

March 9.—Inspection of proposed crossing of the Grand Trunk Pacific Railway and the Canadian Northern Railway near Lobstick Lake, Section 31, Township 53, range 10, W 5th Meridian.

March 9.—Inspection of crossing at Victoria street, North Battleford, Sask., on the line of the Canadian Northern Railway.

March 9.—Inspection of farm crossing for J. C. Haddock, on the line of the Grand Trunk Pacific Railway section 12, township 55, range 4, W. 5th Meridian.

March 10.—Inspection of highway crossing on the line of the Canadian Northern Railway between sections 9 and 16, township 54, range 26, W. 4th Meridian.

March 13.—Inspection *re* accident to train No. 6, southbound, Canadian Northern Railway, at bridge leading over the Saskatchewan river, Saskatoon, Sask., on March 4, 1912.

March 16.—Inspection of cattle pass for C. W. Deaver, Viscount, Sask., on the line of the Grand Trunk Pacific Railway.

March 22.—Inspection of location of the Grand Trunk Pacific Railway near Barons, Alta.

March 22.—Inspection of the Kootenay Central Railway, from a point on the British Columbia Southern Railway at Colvalli to Bull river, a distance of 9·2 miles, for opening for traffic.

March 23.—Inspection of the Canadian Pacific Railway, Calgary division, for exemption from fencing.

March 23.—Inspection of proposed branch line of the Canadian Pacific Railway through the town of Maisonneuve, P.Q.

March 26.—Inspection of transfer track for the Grain Growers' Association of Dunrea, between the Great Northern Railway and the Canadian Northern Railway, at Minto, Sask.

March 26.—Inspection of the Niagara, Welland & Lake Erie Railway to open for traffic the Welland Terminals.

March 27.—Inspection of Grand Trunk Railway line near Stony Point *re* farm crossing for J. B. Damphouse, and also one for G. Milloux.

March 28.—Inspection of Bear Creek bridge on the line of the Michigan Central Railway, St. Clair division, for opening for traffic.

March 28.—Inspection of bridges on the Middle division of the Grand Trunk Railway for opening for traffic.

APPENDIX F.

OTTAWA, ONT., June 25, 1912.

DEAR SIR,—I have the honour to submit herewith for the seventh annual report of the Board, report of the Operating Department for year ending March 31, 1912.

During the year, 2,153 accidents were reported as per returns furnished by the various railway companies under the jurisdiction of the Board, covering 489 persons killed and 1,911 injured, as per table No. 2 submitted herewith.

Accidents to the number of 406, covering 179 persons killed and 515 injured, were investigated and reported upon by the Board's Operating Officers.

Of the 489 persons killed and 1,911 injured during the year, 156 killed and 122 injured were trespassers, making an increase over last year of 16 killed and 53 injured.

It will be noted from table No. 1 herewith, that there is a decrease of five killed in comparison with last year, but an increase of 792 injured. With the heavy increase in travel and showing a decrease in the number killed is very creditable. The number of injured has, of course, increased considerable, due to the large number of trivial accidents not included in report heretofore, and also to the fact that the Grand Trunk Pacific Railway only commenced reporting accidents beginning with April 1, 1911.

During the year equipment inspections were made as follows:—

	Inspected.	Defective.
Freight cars	121,077	10,042
Locomotives	2,318	163

Passenger equipment is inspected by inspectors while travelling with a view to effecting sanitary condition and perfect up-keep of safety appliances.

The principal defects in freight cars were:—

Uncoupling lever disconnected.
Air hose missing.
Air brake cut out.
Bent and loose grab irons.

The principal defects in locomotives:—

Operating lever disconnected.
Ash pans.
Dampers.
Netting.

A systematic inspection of station buildings is carried on at all times by inspectors, and wherever irregularity is noted action is taken to have same remedied.

Yards at the principal divisional points have been systematically inspected with a view to seeing that frogs, guard rails, packing, &c., are kept up as required by the Act.

Inspectors have carefully watched the right of way with a view to seeing that the companies comply with the Act as regards keeping same clear of weeds, brush, fencing in good condition, &c., and in Western Canada the fire guard situation is watched closely.

In addition to the above this department has inquired into a large number of complaints made to the Board regarding operating matters in general, as shown elsewhere in Board's report.

Tables of accidents reported to the Board during the year submitted herewith, as also statements showing collisions and derailments investigated, together with report of highway crossings inspected.

All of which is respectfully submitted.

A. J. NIXON,
Chief Operating Officer.

A. D. CARTWRIGHT, Esq.,
Secretary, B. R. C.,
Building.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

A Comparative Statement of killed and injured between year ending March 31, 1911 and year ending March 31, 1912.

	Passengers.		Employees.		Others.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.
Year ending March 31st, 1911	24	132	263	788	207	199	494	1,119
Year ending March 31st, 1912	28	292	230	1,378	231	241	489	1,911
Increase over 1911	4	160	.....	590	24	42	.....	792
Decrease over 1911	.....	.....	33	.....	.....	.....	5	.....

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Statement showing the number of persons killed and injured on various railways in Canada, under the jurisdiction of the Board, for the year ending March 31, 1912.

Name of Railway.	Passengers.		Employees.		Other persons.		Total.	
	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk	7	85	42	366	63	91	112	542
Canadian Pacific	16	96	141	188	120	80	277	364
Canadian Northern	2	57	12	435	10	24	24	516
Michigan Central	.....	16	4	89	7	4	11	109
Grand Trunk Pacific	3	8	11	99	9	11	23	118
Toronto, Hamilton & Buffalo	.....	2	.....	47	3	8	3	57
Canadian Northern Ontario	.....	2	.....	25	3	1	11	28
Wabash	.....	5	1	29	2	2	3	36
Central Vermont	.....	4	1	5	.....	.....	1	9
Père Marquette	.....	.....	1	11	.....	1	1	12
Vancouver Victoria & Eastern	.....	1	1	4	.....	3	1	8
Quebec, Montreal & Southern	.....	13	.....	9	1	.....	1	22
Canadian Northern, Quebec	.....	3	2	59	5	2	7	64
Q. M. & S. & Central Vermont	.....	.....	.....	6	.....	.....	.....	6
Quebec Railway Light & Power	.....	.....	.....	.....	2	3	2	3
Dominion Atlantic	.....	.....	.....	2	2	.....	2	2
Niagara, St.Catharines & Toronto	.....	.....	1	.....	.....	1	1	1
Temiscousta	.....	.....	1	.....	.....	.....	1	.....
Esquimault & Nanaimo	.....	.....	1	.....	.....	.....	1	.....
British Columbia Electric	.....	.....	.....	.....	1	.....	1	.....
Kingston & Pembroke	.....	.....	1	.....	1	.....	2	.....
Boston & Maine	.....	.....	.....	1	.....	.....	.....	1
Algoma Central & Hudson Bay	.....	.....	.....	1	.....	.....	.....	1
Great Northern	.....	.....	1	2	.....	.....	1	2
Oshawa	.....	.....	.....	.....	1	.....	1	.....
Central Ontario	.....	.....	.....	1	1	.....	1	1
C. P. R. & Grand Trunk	.....	.....	.....	1	.....	.....	.....	1
Montreal Terminal	.....	.....	.....	.....	.....	2	.....	2
Hamilton Radial Electric	.....	.....	.....	.....	.....	1	.....	1
Windsor, Essex & Lake Shore	.....	.....	.....	.....	.....	1	.....	1
Victoria & Sydney	.....	.....	1	1	.....	1	1	2
Montreal Park & Island	.....	.....	.....	.....	.....	2	.....	2
	28	292	230	1,381	231	238	489	1,911

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

STATEMENT showing the character of accidents sustained by the persons killed and injured on the various railways under the jurisdiction of the Board for year ending March 31, 1912.

Name of Railway.	Derailment.		Stealing ride.		Public highway crossing protected.		Trespassing.		Falling off freight cars.		Body found on track or bridge.		Unclassified.		While switching.		Pitch-in with hand car.		Died in train, natural causes.	
	K.	I.	K.	I.	K.	I	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I	K.	I
Grand Trunk	3	71	3	8	4	13	32	38	1	7	4	5	21	132	9	48	1			
Canadian Pacific	33	33	8	9	9	10	55	32	1	6	27		49	45	23	16	9	4		
Canadian Northern	2	72		3			2	6		5	3		3	150	1	114		1	1	
Michigan Central	2	10					1	3		2	2			40		8				
Grand Trunk Pacific	1	3					4	6		3	2			48	1	3	2	1		
Toronto, Hamilton & Buffalo						2	1	3					1	19						
Canadian Northern Ontario							2	1					7	15		3				
Wabash	1						1	3						18						
Central Vermont	1	8												1					1	
Père Marquette				1		1								4	1					
Vancouver, Victoria & Eastern		7								1			1							
Quebec, Montreal & Southern		13					1							9						
Canadian Northern, Quebec		1	1				3	2		3	1		2	28		3				
Quebec, Montreal & S. & C., Vermont																				
Quebec Ry., Light & Power																				
Dominion Atlantic Railway							1			1										
Niagara, St. Catharines & Toronto													1			1				
Temiscouata																				
Esquimault & Nanaimo																	1			
British Columbia Electric																				
Kingston & Pembroke											1									
Boston & Maine																				
Algoma Central & Hudson Bay										1										
Great Northern	1	2																		
Oshawa													1							
Central Ontario							1													
C.P.R. & Grand Trunk																				
Montreal Terminal														1						
Hamilton Radial Electric																				

| | | |

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

STATEMENT showing the character of accidents sustained by the persons killed and injured on the various railways under the jurisdiction of the Board for year ending March 31, 1912.

Name of Railway.	Working under cars.		Struck looking out cab window.		Suicide.		Struck by switch stand		Adjusting couplers.		Falling off passenger train.		Working on track.		Working on bridge.		Collision, head-on.		Collision, rear-end.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk				5	2			10	3	35	2	6	1	26	1			4	2	1
Canadian Pacific		1			3		1		4	10	4	7	9	9		2	7	12	10	23
Canadian Northern					1			3	2	7	1	1		15		3		2	1	
Michigan Central										3		1	3	8		1				
Grand Trunk Pacific		2		1						4				10				1		1
Toronto, Hamilton & Buffalo										1				3						
Canadian Northern, Ontario														4		1	1	3		
Wabash														1						
Central Vermont																				
Père Marquette				1																
Vancouver Victoria & Eastern																				
Quebec, Montreal & Southern																				
Canadian Northern, Quebec		1								1				1						
Q. M. & S. & Central Vermont																		6		
Quebec Railway, Light & Power																				
Dominion Atlantic																				
Niagara St. Catharines & Toronto																				
Temiscouata									1											
Esquimalt, and Nanaimo																				
British Columbia Electric																				
Kingston & Pembroke									1											
Boston & Maine										1										
Algoma Central & Hudson Bay																				
Great Northern																				
Oshawa																				
Central Ontario										1										
C.P.R. & Grand Trunk																				
Montreal Terminal																				
Hamilton Radial Electric																				
Windsor, Essex & Lake Shore																				
Victoria & Sydney																				
Montreal Park & Island Ry																				
	4		7		6		1		11	63	7	15	13	77	1	7	8	58	13	31

STATEMENT showing the character of accidents sustained by the persons killed and injured on the various railways under the jurisdiction of the Board for year ending March 31, 1912.

Name of Railway.	Collision with street car.		Boarding train in motion.		Side ladders.		Falling between cars while on top of train.		Falling off hand car.		Bridge burned.		Collision with cars standing foul.		Private crossing.		Working under engine.		Struck by mail catcher.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk	.....	1	1	5	.....	.....	1	.....	.....	.....	.....	.....	.....	2	.....	1	.....	1	.....	.....
Canadian Pacific	.....	.....	3	15	.....	.....	1	2	3	1	.....	.....	.....	2	.....	1	.....	.....	1	.....
Canadian Northern	1	2	.....	3	.....	.....	.....	.....	1	3	.....	.....	.....	1	.....	.....	.....	4	.....	.....
Michigan Central	.....	.....	.....	1	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Trunk Pacific	.....	.....	.....	1	.....	.....	.....	.....	.....	4	.....	.....	5	1	.....	.....	.....	.....	.....	.....
Toronto, Hamilton & Buffalo	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Canadian Northern Ontario	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wabash	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
Central Vermont	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Père Marquette	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
V. V. & Eastern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Quebec Montreal & Southern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Canadian Northern, Quebec	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....
Q. M. & S. & Central Vermont	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Quebec Railway, Light & P	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dominion Atlantic	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Niagara St. Catharines & Tor	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Temiscouata	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Esquimalt & Nanaimo	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
British Columbia Electric	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kingston & Pembroke	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boston & Maine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Algoma Central & Hudson B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oshawa	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central Ontario	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C.P.R. and G.T.R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Montreal Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hamilton Radial Electric	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Windsor, Essex & Lake Shore	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Victoria & Sydney	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Montreal Park & Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1	3	4	26	.....	.....	2	3	4	10	.....	.....	5	7	.....	2	.....	6	1	.....

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

STATEMENT showing the character of accidents sustained by the persons killed and injured on the various railways under the jurisdiction of the Board for year ending March 31, 1912.

Name of Railway.	Locomotive explosion.		Jumping off train in motion.		Asphyxiated in tunnel.		Washout.		Riding on pilot of engine.		Gasoline motor.		Electrocuted.		Working on cars and engines.		Overhead bridge.		Falling off tender handling water spout.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk			3	15						3					1	41	2			1
Canadian Pacific			3	17			1		1	2		1				6				
Canadian Northern		2		6						1						22				
Michigan Central																6				
Grand Trunk Pacific			2	1						1						3				1
Toronto, Hamilton & Buffalo				1												3				
Canadian Northern, Ontario				1																
Wabash	1	1		1												10				
Central Vermont																				
Père Marquette				1																
Vancouver, Victoria & Eastern																				
Quebec Montreal & Southern																				
Canadian Northern, Quebec																4				
Q. M. & S. & Central Vermont																				
Quebec Ry., Light & Power																				
Dominion Atlantic																1				
Niagara St. Catharines & Tor																				
Temiscouata																				
Esquimalt & Nanaimo																				
British Columbia Electric																				
Kingston & Pembroke																				
Boston & Maine																				
Algoma Central & Hudson Bay																				
Great Northern																				
Oshawa																				
Central Ontario																				
C.P.R. & Grand Trunk																				
Montreal Terminal																				
Hamilton Radial Electric																				
Windsor, Essex & Lake Shore																				
Victoria & Sydney																				
Montreal Park & Island																				
	1	3	8	43			1		1	7		1			1	96	2			2

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

STATEMENT showing the character of accidents sustained by the persons killed and injured on the various railways under the jurisdiction of the Board for year ending March 31, 1912.

	Working in shop.		Falling off bridge or trestle.		Struck by water spout.		Ran into open switch.		Cars standing foul.		Crawling over couplers between cars.		Buildings, &c., too close to track.		Crawling under cars.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk	1	22	..	5	..	1	..	..	..	2	..	1	..	9	..	2
Canadian Pacific	1	12	..	1	..	..	2	26	..	..	..	3	..	2	..	..
Canadian Northern	3	70	..	..	..	..	..	4	..	1	..	1	..	1	..	1
Michigan Central	..	21	..	..	..	..	..	..	..	..	..	1	..	..	..	1
Grand Trunk Pacific	..	6	..	..	..	..	..	8	..	..	..	1	..	1	..	..
Toronto, Hamilton & Buffalo	..	22	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Canadian Northern, Ontario	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wabash	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Central Vermont	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Père Marquette	..	1	..	1	..	1	..	..	..	..	..	..	..	..	..	..
Vancouver, Victoria & Eastern	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Quebec, Montreal & Southern	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Canadian Northern, Quebec	..	17	..	..	..	..	..	1	..	..	..	..	..	..	..	..
Q. M. & S. & Central Vermont	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Quebec Railway, Light & Power	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Dominion Atlantic	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Niagara, St. Catharines & Toronto	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Temiscouata	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Esquimalt & Nanaimo	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
British Columbia Electric	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kingston & Pembrooke	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Boston & Maine	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Algoma Central & Hudson Bay	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Great Northern	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Oshawa	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Central Ontario	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
C. P. R. & Grand Trunk	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Montreal Terminal	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hamilton Radial Electric	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Windsor, Essex & Lake Shore	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Victoria & Sydney	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Montreal Park & Island	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	5	171	..	7	..	2	2	39	..	3	..	7	..	13	..	4

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

STATEMENT showing the character of the accidents sustained by the persons killed and injured on the various railways under the jurisdiction of the Board for year ending March 31, 1912.

Name of Railway.	Fell off tender while taking water.		Fell off tender while shovelling coal.		Unprotected public highway crossing.		Collision at level crossing.		Totals.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk		6		2	13	14	1		112	542
Canadian Pacific					9	22			277	366
Canadian Northern		1		2	2	7			24	516
Michigan Central					3	1			11	109
Grand Trunk Pacific					3	1			23	118
Toronto, Hamilton & Buffalo					1	3			3	57
Canadian Northern Ontario					1				11	28
Wabash		1							3	36
Central Vermont									1	9
Père Marquette									1	12
Vancouver, Victoria & Eastern									1	8
Quebec, Montreal & Southern									1	22
Canadian Northern Quebec									7	64
Q. M. & S. & Central Vermont										6
Quebec Railway, Light and Power					2	3			2	3
Dominion Atlantic					1				2	2
Niagara, St. Catharines & Toronto									1	1
Temiscouata									1	
Esquimalt and Nanaimo									1	
British Columbia Electric					1				1	
Kingston & Pembroke									2	
Boston & Maine										1
Algoma Central & Hudson Bay										1
Great Northern									1	2
Oshawa									1	
Central Ontario									1	1
C. P. R. & Grand Trunk								1		1
Montreal Terminal						1				2
Hamilton Radial Electric						1				1
Windsor, Essex & Lake Shore										1
Victoria & Sydney									1	2
Montreal Park & Island										2
		8		4	36	53	1	1	489	1,911

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

STATEMENT showing the character of accidents on various railways in Canada under the jurisdiction of the Board for year ending March 31, 1912.

Character of Accident.	Passengers.		Employees.		Others.		Totals.	
	K.	I.	K.	I.	K.	I.	K.	I.
Derailment	1	145	43	71	1	5	45	221
Stealing ride	1				11	21	12	21
Protected Public Highway Crossing			1	1	12	25	13	26
Falling off freight cars			2	27		2	2	29
Trespassing		2	3	8	101	86	104	96
Body found on track or bridge			7	4	33	1	40	5
Unclassified	5	30	63	453	18	29	86	512
While switching	1	1	31	185	6	10	38	196
Pitch in with hand car			13	9			13	9
Died in train, natural causes	1						1	
Working under cars				4				4
Struck looking out of Cab window				7				7
Suicide			3		3		6	
Struck by switch stand		2	1	11			1	13
Adjusting couplers	1	2	10	61			11	63
Passengers falling off passenger train	4	15	3				7	15
Working on track			11	77	2		13	77
Working on bridge				6	1	1	1	7
Collision, head-on	4	23	4	35			8	58
Collision, rear-end	4	12	7	19	2		13	31
Collision, street car and steam car		1	1			2	1	3
Attempt to get on train while in motion	1	13	2	12	1	1	4	26
Side ladders								
Falling between cars while on top of train			2	3			2	3
Falling off hand car			3	10	1		4	10
Bridge burned								
Private crossing						2		2
Working under engine				6				6
Struck by mail catcher			1				1	
Locomotive explosion			1	3			1	3
Jumping off train while in motion	5	22	2	19	1	2	8	43
Washout					1		1	
Riding on pilot of engine			1	7			1	7
Gasoline motor				1				1
Working on the cars and engines			1	96			1	96
Overhead bridge			2				2	
Fell off tender moving water spout				2				2
Working in shop			4	171	1		5	171
Falling off bridge or trestle				7				7
Struck by water spout				2				2
Run into open switch		21	2	18			2	39
Cars standing foul				3				3
Crawling over couplers between cars				7				7
Buildings, &c., too close to track				13				13
Crawling under cars				4				4
Fell off tender while taking water				8				8
Fell off tender, shovelling coal				4				4
Unprotected public highway crossing				2	36	51	36	53
Collision at level crossing			1	1			1	1
Collision cars standing foul		3	5	4			5	7
	28	292	230	1,381	231	238	489	1,911

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

COMPARATIVE STATEMENT in totals of killed and injured between year ending March 31, 1911, and year ending March 31, 1912, for each railway separately.

Name of Railway	1911.		1912.		1912. Increase		1912. Decrease.	
	K.	I.	K.	I.	K.	I.	K.	I.
Grand Trunk	133	374	112	542	.....	168	21	.....
Canadian Pacific	276	233	277	364	1	131	.....	.....
Canadian Northern	22	189	24	516	2	327	.....	.....
Michigan Central	16	208	11	109	.....	.....	5	99
Grand Trunk Pacific	.....	.....	23	118	23	118	.....	.....
Toronto Hamilton & Buffalo	5	6	3	57	.....	51	2	.....
Canadian Northern Ontario	3	14	11	28	8	14	.....	.....
Wabash	7	32	3	36	.....	4	4	.....
Central Vermont	1	6	1	9	.....	3	.....	.....
Père Marquette	2	.....	1	12	.....	12	1	.....
Vancouver, Victoria & Eastern	1	2	1	8	.....	6	.....	.....
Quebec, Montreal & Southern	1	2	1	22	.....	20	.....	.....
Canadian Northern, Quebec	4	18	7	64	3	46	.....	.....
Q. M. & S. & Central Vermont	.....	.....	.....	6	.....	6	.....	.....
Quebec Railway Light and Power	.....	.....	2	3	2	3	.....	.....
Dominion Atlantic	.....	.....	2	2	2	2	.....	.....
Niagara, St. Catharines & Toronto	.....	.....	1	1	1	1	.....	.....
Temiscouata	1	1	1	.....	.....	.....	.....	1
Esquimalt and Nanaimo	3	.....	1	.....	.....	.....	2	.....
British Columbia Electric	.....	.....	1	.....	1	.....	.....	.....
Kingston & Pembroke	2	2	2	.....	.....	.....	.....	2
Boston & Maine	1	1	.....	1	.....	.....	1	.....
Algoma Central and Hudson Bay	1	3	.....	1	.....	.....	1	2
Great Northern	.....	3	1	2	1	.....	.....	1
Oshawa	.....	.....	1	.....	1	.....	.....	.....
Central Ontario	2	.....	1	1	.....	1	1	.....
C. P. R. and Grand Trunk	.....	.....	.....	1	.....	1	.....	.....
Montreal Terminal	.....	.....	.....	2	.....	2	.....	.....
Hamilton Radial Electric	.....	.....	.....	1	.....	1	.....	.....
Windsor, Essex and Lake Shore	.....	2	.....	1	.....	.....	.....	1
Victoria & Sydney	.....	.....	1	2	1	2	.....	.....
Montreal Park & Island	3	4	.....	2	.....	.....	3	2
Bay of Quinte	1	.....	.....	.....	.....	.....	1	.....
Intercolonial & Grand Trunk	4	4	.....	.....	.....	.....	4	4
Thousand Islands	1	.....	.....	.....	.....	.....	1	.....
New York & Ottawa	3	.....	.....	.....	.....	.....	3	.....
Manitoulin & North Shore	1	.....	.....	.....	.....	.....	1	.....
Central Vermont & C. P. R.	.....	12	.....	.....	.....	.....	.....	12
Maine Central	.....	3	.....	.....	.....	.....	.....	3
(1) Increase, (2) Decrease.	.....	.....	.....	(1)	46	919	(2) 51	127
Increase for year 1912	.....	.....	.....	.....	.....	792	.....	.....
Decrease for year 1912	.....	.....	.....	.....	.....	.....	5	.....

COLLISIONS INVESTIGATED, YEAR ENDING MARCH 31, 1912.

File.	Date.	Name of Railway.	Place.	Killed.	Injured.	Remarks.
Inv.	1911.					
1655	Jan. 31	Grand Trunk	Toronto, Bathurst St. Yard		1	Engine 428, light, collided with engines 2,032 and 2,051 coupled, account following too closely.
1589	Feb. 4	Grand Trunk	Cobourg, 4 miles East		1	No. 92 collided with rear of 2nd 96.
1646	" 14	Canadian Pacific	Guelph Jct	2		2nd No. 74 handling snow plough collided head-on with extra west engine 655, standing on siding.
1608	Mar. 24	Canadian Pacific	Ottawa		1	Engine 1229 collided with engine 217 on train 107.
1606	" 25	Canadian Pacific	Schreiber, 1½ miles east	3	3	2nd No. 89 collided head-on with 5th No. 124.
1648	" 28	Grand Trunk	Brantford		2	Rear end collision between extra 2332 and No. 88.
1635	Apl. 20	Canadian Pacific	Kempton, 2 miles east		2	Rear end collision between light engine 1018 and No. 76.
1711	May 10	Canadian Pacific	Bresley	2	1	No. 85 side-swiped extra 1760.
1622	May 19	C.P.R. & Grand Trunk	Actonvale Diamond		1	Grand Trunk engine ran into side of C.P.R. extra 1258.
1895	" 27	Grand Trunk & I.C.R.	Chaudiere Jct		1	Head-on collision between G.T.R. extra west 1204 and I.C.R. No. 96.
1693	June 17	Canadian Pacific	Winro	2	1	2nd No. 952 collided with extra west 609.
1758	" 27	Canadian Pacific	Bearspaw		8	Head-on collision between No. 2 and extra 1655.
1696	July 19	Canadian Pacific	Calgary, Bow River Bridge	1	15	Head-on collision between No. 3 and switch engine No. 2307.
1730	Aug. 4	Grand Trunk	Hamilton Yard		4	Train No. 13 collided with rear of No. 88.
1945	" 5	Grand Trunk	Huntingdon		1	New York Central extra 1772 side-wiped G. T. Light engine 2486.
1922	Sept. 14	Grand Trunk	Brosseau Jct		3	Rear end collision between G.T.R. extra 2426 and D. & H. No. 208.
1783	" 21	Canadian Pacific	Chapleau	7	2	Rear end collision between work extra 1614 and stock extra 1690.
1854	" 23	Grand Trunk	Midland, 1½ mile east		1	Head-on collision between extra 2049 and extra 2017 and 1982.
1867	Oct. 10	Canadian Pacific	Brunel		2	Head-on collision between 1st No. 71 and extra 1707.
1905	" 11	Canadian Pacific	Carberry	1		Rear end collision between extra 2666 and way freight No. 50.

COLLISIONS INVESTIGATED, YEAR ENDING MARCH 31, 1912.

File.	Date.	Name of Railway.	Place.	K.	I.	Remarks.
	1911					
1906	Oct. 14	Canadian Northern.	Oak Point Extension Mileage 140.	1	1	Rear end collision between extras 179 and 157.
1812	Nov. 8	Canadian Pacific.	Redcliffe.	2	.....	Rear end collision between No. 80 and 1st No. 78.
1915	" 10	Grand Trunk Pacific.	Rivers	7		Head-on collision between train No. 4 and extra 820.
1870	" 14	Grand Trunk.	Belleville	1		Passenger special engine 318 collided with yard engine 4,682.
1903	" 15	Grand Trunk.	Montreal, St. Etienne	1		Switch engine 1684 collided with electric car No. 4.
1918	" 25	Grand Trunk Pacific.	Harte	3		Train No. 31 collided with rear of train No. 91.
1958	Dec. 1	Grand Trunk.	Burks Falls	1		Extra north 422 collided with rear of extra north 1243.
1811	Nov. 1	C.P.R.	Wessex	1	4	Head-on No. 521 and No. 88.
1971	Dec. 13	Canadian Pacific.	Brandon	1	.....	Engine 194 side-swiped on cross-over by engine 2127.
1919	" 21	Canadian Pacific.	Bass Lake M. P. 10.5	2	.....	Rear end collision between extras 1637 and 1836.
1894	" 22	Canadian Pacific.	Calgary Jct.		1	Extra 703 eastbound side-swiped extra 1481 on cross-over.
1957	" 31	Canadian Pacific.	Nord	2	3	Rear end collision between extras 636 and 464.
	1912.					
1955	Jan. 2	Canadian Pacific.	Colonsay, S.D. M. P. 99	1	3	Extra 1270 collided with rear of work train.
1966	" 4	Grand Trunk Pacific.	Redditt	1	.....	Extra west 1107 collided with engine 812.
1967	" 10	Grand Trunk Pacific.	Melville		1	Train No. 34 collided with engine 603 and 118.
1934	" 15	Grand Trunk.	Hamilton	1	.....	Yard engine 1413 collided with extra engines 2402 and 2471.
1930	" 20	Canadian Northern Ontario.	Parry Sound, S. D. Mileage 128·5	1	3	Head-on collision between trains No. 1 and extra south 279.
1936	Feb. 7	Canadian Pacific.	Bolton, ¾ mile north		1	Rear end collision between extras south engine 652 and engine 2688.

DERAILMENTS INVESTIGATED, YEAR ENDING MARCH 31, 1912.

File.	Date.	Name of Railway.	Place.	Killed.	Injured.	Remarks.
1611	Mar 20	Canadian Pacific	Bellair, ¼ mile E.	1	.....	Derailment of engine 551, due to Westinghouse friction draft gear falling from a foreign car, extra 550
1634	" 26	Canadian Pacific	Ludlow (near)	.....	5	Derailment of 2nd No. 94 due to broken rail.
1625	April 3	Grand Trunk	Midland	1	.....	Derailment of G. T. car No. 14514 on No. 4 Siding, Chew Bros. yard. Cause unknown.
1601	" 28	Central Vermont	Granby	.....	4	Derailment of tender of engine No. 54, train No. 4, also baggage car and coach, caused by broken flange on wheel on tender.
1694	May 13	Canadian Pacific	Mile Post 86, Moose Mountain, S.D.	.....	4	Derailment of tender of engine No. 398, mail and baggage cars. Apparently caused by poor condition of track.
1621	" 14	Grand Trunk	Methots Mills	.....	1	Extra engines 1614 and 2215, coupled, had fifteen loads and one empty in train when approaching Methots Mills 8 cars ahead of caboose were derailed. Cause unknown.
1677	" 31	Michigan Central	Ridgetown (near)	2	9	Derailment of train No. 9 due to fish plates and spikes being removed during the night and rail replaced by unknown parties.
1869	June 10	Canadian Pacific	Watt Jct., 1 mile south	.....	1	Derailment of tender of engine 415, mail and baggage cars train No. 151, due to broken axle under tender.
1658	" 16	Grand Trunk	Newcastle, 1 mile west	1	25	Derailment of train No. 1 (International Limited). Cause unknown.
1663	" 23	Grand Trunk	Brule Lake	.....	1	Derailment of No. 62, due to broken driving spring hanger on engine.
1684	" 26	Grand Trunk	Paris Jct. (east)	1	1	Derailment of No. 66. Cause unknown.
1683	July 1	Grand Trunk	Drumbo, 3 miles west	.....	4	Derailment of way freight extra No. 1003, due to broken rail.
1734	" 3	Grand Trunk	Falconburg, 3 miles north	.....	2	Derailment of extra south engine 1010. Cause unknown.
1738	" 8	Canadian Northern	Dundurn	.....	2	Derailment of train No. 25 at south switch, due to defective switch.
1705	" 11	Canadian Pacific	Munro, ½ mile west	1	.....	Derailment of work extra 1647, due to broken flange on C.P. flat 26063.
1750	" 29	Canadian Northern	Le Seine	1	1	Derailment of work extra engine 204. Cause unknown.
1739	Aug. 1	Canadian Northern	M.P. 207, Hudson Bay Jct.	.....	1	Derailment of extra east No. 57, due to track spreading.
1782	" 8	Victoria & Sydney	Brook Lake	1	1	Derailment of train No. 5, due to forward wheel of front truck on G.T.R. car No. 15974 mounting the outside rail of curve.
1771	" 8	Grand Trunk	Niagara Falls yard	1	.....	Derailment of tender of engine 1389 at cross-over switch. Cause unknown.

DERAILMENTS INVESTIGATED, YEAR ENDING MARCH 31, 1912.

File.	Date.	Name of Railway.	Place.	Killed.	Injured.	Remarks.
1731	Aug. 11	Grand Trunk	Utterson, 1 mile south		12	Derailment of train No. 17, due to U bolt breaking at the top of truck of baggage car 654.
1740	" 24	Canadian Northern	M.P. 89, Swan River, S.D.		1	Derailment of extra east engine No. 50, apparently due to soft roadbed, account heavy rains.
1757	Sept. 9	Canadian Pacific	Irricana	1		Derailment of engine 427, train 663, due to misplaced switch.
1794	" 27	Canadian Northern	St. Albert, material yard		1	Derailment of pony truck of engine 190, apparently due to ballast on the rails at crossing.
1864	Oct. 5	Canadian Northern	Mileage 212, Grand View, Manitoba		2	Derailment of train No. 68, apparently due to soft spot in roadbed.
1882	" 16	Great Northern	Leland	1	2	Derailment of mixed train No. 349, due to striking herd of cattle on track, one of which rolled under pilot of engine.
1850	" 26	Canadian Pacific	Montreal (Hochelaga yard)		1	Derailment of G. T. 15393 at switch, due to switch rail not being fast against stop rail.
1920	Nov. 11	Canadian Northern	Huronian bridge		1	Derailment of extra east engine 604, account broken truck timbers on G.T.P. 930.
1912	" 12	Canadian Northern	Runneymede bridge			Derailment of extra 433, due to track spreading.
1872	" 28	Canadian Nor. Ont.	M.P. 2½, Selwood, S.D.		1	Derailment of train No. 71. Cause unknown.
	1912					
1924	Jan. 1	Canadian Northern	Strathcona Jct.		1	Derailment of engine 812, Cause unknown.
1951	" 2	Canadian Pacific	Paulson	1	1	Derailment of snow-plough extra engine 1312, due to very hard packed snow.
1970	" 4	Canadian Pacific	M.P. 56, Reston, S.D.	2	4	Derailment of train No. 146, due to broken rail.
1898	" 21	Canadian Pacific	Exshaw		1	Derailment of train No. 75, account running into drift of sand and snow on track.
1985	" 25	Napierville Jct. Ry.	La Tortue, 3 miles south		6	Derailment of train No. 51, apparently due to broken rail.
1969	" 28	Vancouver, Victoria & Eastern	Ocean Park (near)		7	Derailment of train No. 356, due to dirt slide.
1933	Feb. 3	Grand Trunk	Kincardine		4	Derailment of mail car 303, train No. 20, apparently due to snow and ice.
1977	" 8	Canadian Northern	Leon, M.P. 73·5		1	Derailment of engine 407. Cause unknown.

1929	"	10	Grand Trunk	Summerstown, 2½ miles east	2	Derailment of train No. 4, due to track spreading
1943	"	14	Canadian Pacific	Fisherman, 1½ miles west	1	Derailment of engine 1382, account striking rock slide.
1949	"	16	Canadian Pacific	Mile 78, Owen Sound, S.D.	13	Derailment of train No. 708, apparently caused by spread track.
1978	Mar.	8	Grand Trunk	Varney (near)	16	Derailment of train No. 56, due to broken rail.

THE BOARD OF RAILWAY COMMISSIONERS.

LIST of Highway Crossings Inspected, Year ending March 31, 1912.

File No.	Location of Crossing.
9437.662.	Crossing west of Lacadie station, Que., on the C.P.R.
9437.668.	Crossing ¼ mile East Kearney station on G.T.R.
9437.669.	Crossing at Hitchcock, Sask., on the line of C.P.R.
9437.674.	Crossing 3 miles west of Chatham on the line of G.T.R.
9437.675.	Crossing near Ituna, M.P. 312 on line of G.T.R.
9437.676.	Crossing in Souris yard, Man., on line of C.P.R.
9437.677.	Crossing at Tecumseh Road, Windsor, Ont., on the Windsor and Essex Lake Shore.
9437.678.	Crossing De Salabery, St. Johns, Que., line of C.P.R.
9437.679.	Crossing King st., Lindsay, Ont., on line of C.P.R.
9437.680.	Dunner st., crossing in the village of Norwood, Ont., on the line of the C.P.R.
9437.681.	Edward st., crossing, Prescott, Ont., on G.T.R.
9437.682.	Crossing just west of Thames River bridge, 1¼ miles west of Thamesville station on G.T.R.
9437.684.	Crossing 1¾ miles north of Brigham Junction, on C.P.R.
9437.689.	Kidnup crossing ¾ mile east of Shawville, on C.P.R.
9437.690.	Mileage 63·88, Laurentian sub-division, C.P.R.
9437.691.	Higgins ave. (Fonseca) Winnipeg, on C.P.R.
9437.692.	Avenue 'A,' Saskatoon, C.N.R.
9437.693.	North Talbot Road, Sandwich South, on line of Windsor Essex and Lake Shore.
9437.695.	Crossing between sections 32 and 33-29-31, W. 1 M., on C.N.R.
9437.696.	Crossing east of Tilbury station, M.P. 79·8, Windsor sub-division, C.P.R.
9437.697.	Mileage 8·24, Farnham sub-division, C.P.R.
9437.698.	Crossing east of Fargo, Ont., on line of M.C.R.
9437.699.	Mileage 97·25, Havelock S. D., line of C.P.R. .
9437.701.	Crossing about 100 yards south of Hensall station, on the line of the G.T.R.
9437.705.	Brunswick st., Stratford, Ont., G.T.R.
9437.706.	Crossing at Stamford, Ont., on line of M.C.R.
9437.707.	Beach Road on the G.T.R. in East Hamilton.
9437.708.	Logan ave., Winnipeg, C.N.R.
9437.711.	Grande Ile ave., De Salaberry, Valleyfield, Que., on the G.T.R.
9437.714.	Osler ave., West Toronto, C.P.R.
9437.715.	Skew crossing, London and Chatham Road, mileage 62·2 east of Chatham, C.P.R.
9437.717.	Bow Park crossing, opposite Canada Glue Co., just east of Brantford, on line of T. H. & B.
9437.720.	Patrick st., Arnprior, C.P.R.
9437.721.	Crossing at Flesherton, township Artemesia, C.P.R.
9437.722.	Crossing in the village of St. Annes, township of Gainsboro, mileage 14-15 at Welland, on line of T. H. & B.
9437.725.	Crossing 1 mile east of Shedden, Ont., line of M.C.R.
9437.727.	Maizeret crossing at Limoilou, on Montmorency division of Quebec Railway, Light, Heat & Power Company.
9437.728.	Young st., Simcoe, G.T.R.
9437.729.	Bruce st., Sault Ste. Marie, C.P.R.
9437.730.	Mohawk Road, mileage 62 from Welland, city of Brantford, T. H. & B.
9437.731.	Crossing west end of station at Dorval, C.P.R.
9437.732.	Main st., Gladstone, Man., C.N.R. and C.P.R.
9437.733.	Riding ave., West Toronto, C.P.R.
9437.735.	1st crossing west of Burlington Junction on G.T.R.
9437.736.	2nd crossing west of Victoriaville station, mileage 108, G.T.R.
9437.737.	Pikes Road, 1¾ miles west of Strathroy, G.T.R.
9437.738.	Crossing near bridge entering St. Thomas on line of G.T.R.
9437.739.	Crossing at Crumble station, C.P.R.
9437.740.	Crossing south of overhead bridge about 2½ miles north of Cookstown on the G.T.R.
9437.741.	1st crossing 2 miles north of Beeton, G.T.R.
9437.745.	Crossing at Mikado, Sask., Humboldt sub-division, on line of C.N.R.
9437.746.	Crossing at M.P. 253·54 from Winnipeg on the line of C.N.R.
9437.749.	Geneva street crossing in the city of St. Catharines, on the line of the G.T.R.
9437.751.	Brant street crossing, West Brantford, on line of Toronto, Hamilton & Buffalo.
9437.752.	Crossing about 2½ miles east of Aberdeen, Sask., on line of C.N.R.
9437.753.	Queen street crossing, just west of Riverdale station, Toronto, on the line of the Grand Trunk.
9437.754.	Crossing ½ mile west of Dalmeny station, Sask., on the line of the C.N.R.
9437.755.	Waterloo st. crossing in the city of London, G.T.R.
9437.756.	Flora st., St. Thomas, G.T.R.
9437.757.	Crossing between boundary village of Lachute and township of Chatham on line of C.P.R.
9437.758.	Crossing west of Port Robinson station on line of G.T.R.

SESSIONAL PAPER No. 20c

THE BOARD OF RAILWAY COMMISSIONERS —*Concluded.*

LIST of Highway Crossings Inspected year ending March 31, 1912 —*Concluded.*

File No.	Location of Crossing.
9437.759.	Omemee Road crossing near Reaboro on line of G.T.R.
9437.760.	Main st. crossing in village of Campbellville on line of C.P.R.
9437.761.	Crossing one and one half miles east of Glencoe on line of G.T.R.
9437.762.	Quees st. crossing, Woodstock, N.B., C.P.R.
9437.763.	Haynes ave., Blind River, Ont., C.P.R.
9437.766.	Main st., Coldwater, Ont., on line of C.P.R.
9437.767.	Gray st. crossing, Coldwater, Ont., line of C.P.R.
9437.771.	Gray st., Brantford, Ont., on line of G.T.R.
9437.772.	First crossing west of C.P.R. station, North Glencoe.
9437.773.	Adelaide street crossing, Mt. Bridges, Ont., G.T.R.
9437.776.	Huron-Ontario crossing, two miles north of Duntroom, on line of G.T.R.
9437.777.	Albany ave., Toronto, C.P.R.
9437.778.	Main st., Uxbridge, Ont., G.T.R.
9437.779.	Fourth crossing east of Myrtle on line of C.P.R.
9437.783.	Ninth ave. crossing, Prince Albert, C.N.R.
9437.784.	Ninth and Tenth Con. Road, village of Corinth, Ont., G.T.R.
9437.787.	Guy st., Montreal, G.T.R.
9437.788.	St. Etienne st., Montreal, G.T.R.
9437.790.	Crossing just west of Bainsville, G.T.R.
9437.791.	Gerrie's crossing, township of Lancaster, T. H. & B. Ry.
9437.793.	Moore's crossing five miles north of Bracebridge, G.T.R.
9437.794.	Third highway crossing west of Kentville Junction, C.P.R.
9437.795.	Crossing just west of Leonard station, C.P.R.
9437.796.	Crossing 23 poles east of M.P. 205, Belleville, sub-division, G.T.R.
9437.799.	Oxford street crossing, Brantford, Ont., G.T.R.
9437.802.	Crossing at Clarkson, Ont., directly east of station, on line of G.T.R.
9437.803.	Fourth st., Calgary, Alta., C.P.R.
9437.804.	Burford Road, Brantford, Ont., G.T.R.
9437.806.	Ontario st., Stratford, Ont., G.T.R.
9437.807.	Crossing at Little Lakes, about 2 miles east of Stratford, Ont., G.T.R.
9437.808.	Crossing 1 mile east of village of Chatsworth, C.P.R.
9437.811.	Crossing immediately south of Tara station, G.T.R.
9437.812.	Crossing at right angle about ¼ mile south of Tara, on G.T.R.
9437.813.	Crossing on Main Trail on line of C.P.R. between Dunmore and Medicine Hat.
9437.814.	Crossing 3½ miles west Starkville, Ont., on line of C.N.O.
9437.817.	Manvers Road crossing just east of Bowmanville station, on line of C.N.O.
9437.818.	Crossing immediately east of Berwick station, on line of Dominion Atlantic.
9437.820.	Rosslyn Road at Twin City Junction, C.N.R.
9437.825.	Crossing 1¼ miles east of McNaught station, C.P.R.
9437.826.	Burwell st. crossing, city of London, G.T.R.
9437.827.	Second Gore Skew crossing, 3 miles east of London East, G.T.R.
9437.828.	Garrish st., Windsor, N.S., Dominion Atlantic.
9437.829.	Stearns st. crossing, Windsor, N.S., Dominion Atlantic.
9437.830.	Albert st. crossing, Windsor, N.S., Dominion Atlantic.
9437.831.	Prince st. crossing, Hansport, N.S., Dominion Atlantic.
9437.832.	2nd crossing north of Huntsville, G.T.R.
9437.833.	Richmond Road crossing near Grahams Bay station, on line of G.T.R.
9437.834.	Crossing at freight shed, Farnham, Que., C.V.Ry.
9437.836.	Colborne st., Chatham, Ont., C.P.R.
9437.837.	Crossing in the village of Lynden, G.T.R.
9437.838.	Crossing at Griswold, Man., C.P.R.
9437.840.	Union st., township of Sydenham, near Owen Sound, M.P. 91, C.P.R.
9437.841.	Wilson st., Perth, Ont., C.P.R.
9437.845.	Crossing near station at Sturgeon Falls, C.P.R.
9437.846.	Erie st., Stratford, Ont., G.T.R.
9437.847.	Chambers st., Smiths Falls, C.P.R.
9437.848.	Crossing immediately west of Vinemount station on line of T. H. & B.
9437.849.	Crossing 200 yards west of Vinemount station on line of T. H. & B.
9437.850.	Crossing 1 mile south of Londesborough, Ont., G.T.R.
9437.855.	Crossing about 1½ miles north of Didsbury, Alta., on line of C.P.R.
9437.856.	Crossing 1½ miles west of Claremont, Ont., C.P.R.
9437.857.	Crossing at east side village of Jordan, Ont., G.T.R.
9437.858.	St. Patrick st., near Blaugas Co.'s Plant, Cote St. Paul, C.P.R.
9437.859.	Peterboro st., Norwood, Ont., C.P.R.
9437.860.	Sherman ave., Hamilton, G.T.R.
9437.864.	Crossing in Neepawa, Man., C.P.R.
9437.865.	Front st., Vancouver, B.C., Great Northern.

APPENDIX H.

RULES AND REGULATIONS.

Meeting at Ottawa, Monday, 1st day of May, A.D. 1911.

The Board, in virtue of the provisions of the Railway Act, hereby make the following Rules and Regulations:—

PUBLIC SESSIONS.

1. For the hearing of matters, applications or complaints other than those relating to rates and traffic matters, a sitting will be held at the offices of the Board at Ottawa, Ontario, at 10 a.m., on the first Tuesday in every month, and for hearing all matters, applications and complaints relating to rates and traffic matters, a sitting will be held at the place and hour aforesaid on the third Tuesday in every month.

(*a*) In addition to its regular sittings, the Board may appoint special sittings at Ottawa and elsewhere.

INTERPRETATION.

2. In the construction of these rules and the forms herein referred to words importing the singular number shall include the plural, and words importing the plural number shall include the singular number; and the following terms shall (if not inconsistent with the context or subject) have the respective meanings hereinafter assigned to them; that is to say, 'Application' shall include complaint under this Act; 'Respondent' shall mean the person or company who is called upon to answer to any application or complaint; 'Affidavit' shall include affirmation; and 'Costs' shall include fees, counsel fees, and expenses.

3. Every proceeding before the Board under this Act shall be commenced by an application made to it, which shall be in writing and signed by the applicant or his solicitor; or in the case of a corporate body or company being the applicants shall be signed by their manager, secretary or solicitor. It shall contain a clear and concise statement of the facts, the grounds of application, the section of the Act under which the same is made, and the nature of the order applied for, or the relief or remedy to which the applicant claims to be entitled. It shall be divided into paragraphs, each of which, as nearly as possible, shall be confined to a distinct portion of the subject, and every paragraph shall be numbered consecutively. It shall be endorsed with the name and address of the applicant, or if there be a solicitor acting for him in the matter, with the name and address of such solicitor. The application shall be according to the forms in schedule No. 1.

The application, so written and signed as aforesaid, shall be left with or mailed to the Secretary of the Board, together with a copy of any document, or copies, of any maps, plans, profiles, and books of reference, as required under the provisions of the Act, (*a*) referred to therein, or which may be useful in explaining or supporting the same. The Secretary shall number such applications according to the order in which they are received by him, and make a list thereof. From the said list there shall be made up a docket of cases for hearing which, as well as their order of entry on the docket, shall be settled by the Board. Said docket list when completed to be put upon a notice board provided for that purpose, which shall be open for inspection at the office of the Secretary during office hours.

ANSWER.

4. Unless the Board otherwise directs, the respondent or respondents shall mail or deliver to the applicant, or his solicitor, a written statement containing in a clear and concise form their answer to the application, and shall also leave or mail a copy thereof with or to the Secretary of the Board at its office, together with any documents that may be useful in explaining or supporting it. The answer may admit the whole or any part of the facts in the application. It shall be divided into paragraphs, which shall be numbered consecutively, and it shall be signed by the person making the same, or his solicitor. It shall be endorsed with the name and address of the respondents, or if there be a solicitor acting for them in the matter, with the name and address of such solicitor. It shall be according to the form in schedule No. 2.

(*a*) The time limit for filing and delivery of answer shall be as follows: Where the subject matter of the complaint arises east of Port Arthur, Ont., fifteen days; between Port Arthur and the western boundary of the province of Saskatchewan, twenty days; and west thereof, thirty days.

REPLY.

5. Within four days from the delivery of the answer to the application, the applicant shall mail or deliver a reply thereto to the respondents, and a copy thereof to the Secretary of the Board, and may object to the said answer as being insufficient, stating the grounds of such objection, or deny the facts stated therein, or may admit the whole or any part of said facts. The reply shall be signed by the applicant or his solicitor, and may be according to form No. 3 in the said schedule,

The Board may, at any time, require the whole or any part of the application, answer or reply, to be verified by affidavit, upon giving a notice to that effect to the party from whom the affidavit is required; and if such notice be not complied with the application, answer or reply may be set aside, or such part of it as is not verified according to the notice may be struck out.

SUSPENSION OF PROCEEDINGS.

6. The Board may require further information, or particulars, or documents from the parties, and may suspend all formal proceedings until satisfied in this respect.

If the Board, at any stage of the proceedings, think fit to direct inquiries to be made under any of the provisions of this Act, it shall give notice thereof to the parties interested, and may stay proceedings or any part of the proceedings thereon accordingly.

NOTICE.

7. In all proceedings under this Act, where notice is required, a copy or copies of said proceeding or proceedings, for the purpose of service, shall be endorsed with notice to the parties in the forms of endorsement set forth in schedules Nos. 1 and 2; and in default of appearance the Board may hear and determine the application *ex parte*.

Endorsements shall be signed in accordance with the provisions of section 41,

The Board may enlarge or abridge the periods for putting in the answer or reply, and for hearing the application, and in that case the period shall be endorsed in the notice accordingly.

Except in any case where it is otherwise provided, ten days' notice of any application to the Board, or of any hearing of the Board, shall be sufficient; unless, in any case, the Board directs longer notice. The Board may, in any case, allow notice for any period less than ten days, which shall be sufficient notice as if given for ten days or longer. (Section 43).

Notice may be given or served as provided by section 41 of the Act.

When the Board is authorized to hear an application or make an order, upon notice to the parties interested, it may, upon the ground of urgency, or for other reason appearing to the Board to be sufficient notwithstanding any want of or insufficiency in such notice, make the like order or decision in the matter as if due notice had been given to all parties; and such order or decision shall be as valid and take effect in all respects as if made on due notice; but any person entitled to notice, and not sufficiently notified, may at any time within ten days after becoming aware of such order or decision, or within such further time as the Board may allow, apply to the Board to vary, amend or rescind such order or decison, and the Board shall thereupon, on such notice to all parties interested as it may in its discretion think desirable, hear such application, and either amend, alter or rescind such order or decision, or dismiss the application, as may seem to it just and right. (Section 45).

(*a*) Any party to any matter, application, or complaint, pending before the Board may set the same down for hearing at the next monthly sitting of the Board, upon giving at least ten days, or such shorter notice as the Board may order, to all parties interested.

(*b*) When contested matters, applications, or compaints are ready for hearing, and are not at once set down by any party interested, the secretary shall set the same down for the first sittings, commencing after the expiration of ten days (or such shorter notice as the Board may order) from the date of such setting down.

(*c*) When a matter, application, or complaint is set down for hearing by the secretary, he shall give ten days' notice of hearing (or such shorter time as the Board may order) to all parties interested.

CONSENT CASES.

8. In all cases the parties may, by consent in writing with the approval of the Board, dispense with the form of proceedings herein mentioned, or some portion thereof.

POWER TO DIRECT AND SETTLE ISSUES.

9. If it appears to the Board at any time that the statements in the application, or answer, or reply do not sufficiently raise or disclose the issue of fact in dispute between the parties, it may direct them to prepare issues, and such issues shall, if the parties differ, be settled by the Board.

PRELIMINARY QUESTIONS OF LAW.

10. If it appear to the Board at any time that there is a question of law which it would be convenient to have decided before further proceeding with the case, it may direct such question to be raised for its information, either by special case or in such other manner as it may deem expedient, and the Board may, pending such decision, order the whole or any portion of the proceeding before the Board in such matter, to be stayed.

PRELIMINARY MEETING.

11. If it appear to the Board at any time before the hearing of the application that it would be advantageous to hold a preliminary meeting for the purpose of

fixing or altering the place of hearing, determining the mode of conducting the inquiry, the admitting of certain facts or the proof of them by affidavit, or for any other purpose, the Board may hold such meeting upon such notice to the parties as it deems sufficient, and may thereupon make such orders as it may deem expedient.

PRELIMINARY EXAMINATION WITH THE PARTIES.

12. The Board may, if it thinks fit, instead of holding the preliminary meeting, provided for it in Rule 11, communicate with the parties direct, and may require answers to such inquiries as it may consider necessary.

PRODUCTION AND INSPECTION OF DOCUMENTS.

13. Neither party shall be entitled, at any time, before or at hearing of the case, to give notice in writing to the other party in whose application, or answer, or reply reference was made to any document, to produce it for the inspection of the party giving such notice, or his solicitor, and to permit him to take copies thereof; and any party not complying with such notice shall not afterwards be at liberty to put in such documents in evidence on his behalf in said proceedings, unless he satisfy the Board that he had sufficient cause for not complying with such notice.

NOTICE TO PRODUCE.

14. Either party may give to the other a notice in writing to produce such documents as relate to any matter in difference (specifying the said documents), and which are in the possession or control of such other party; and if such notice be not complied with, secondary evidence of the contents of said documents may be given by or on behalf of the party who gave such notice.

15. Either party may give the other party a notice in writing to admit any documents, saving all just exceptions, and in case of neglect to admit, after such notice, the cost of proving such documents shall be paid by the party so neglecting or refusing, whatever the result of the application may be; unless, on the hearing, the Board certifies that the refusal to admit was reasonable; and no costs of proving any document shall be allowed, unless such notice be given, except where the omission to give the notice is, in the opinion of the Board, a saving of expense.

WITNESSES.

16. The attendance and examination of witnesses, the production and inspection of documents, shall be enforced in the same manner as is now enforced in a Superior Court of Law; and the proceedings for that purpose shall be in the same form, *mutatis mutandis,* and they shall be sealed by the Secretary of the Board with the seal and may be served in any part of Canada. (Section 26.)

Witnesses shall be entitled, in the discretion of the Board, to be paid the fees and allowances prescribed by schedule No. 4 annexed hereto.

THE HEARING.

17. The witnesses at the hearing shall be examined *viva voce*; but the Board may, at any time, for sufficient reason, order that any particular facts may be proved by affidavit, or that the affidavit of any witnesses may be read at the hearing on such

conditions as it may think reasonable; or that any witnesses whose attendance ought, for some sufficient reason, to be dispensed with, be examined before a commissioner appointed by it for that purpose, who shall have authority to administer oaths, and before whom all parties shall attend. The evidence taken before such commissioner shall be confined to the subject matter in question, and any objection to the admission of such evidence shall be noted by the commissioner and dealt with by the Board at the hearing. Such notice of the time and place of examination as is prescribed in the order shall be given to the adverse party. All examinations taken in pursuance of any of the provisions of this Act, or of these rules, shall be returned to the Court; and the depositions certified under the hands of the person or persons taking the same may, without further proof, be used in evidence, saving all just exceptions. The Board may require further evidence to be given *viva voce* or by deposition, taken before a commissioner or other person appointed by it for that purpose.

The Board may, in any case when deemed advisable, require written briefs to be submitted by the parties.

The hearing of the case, when once commenced, shall proceed, so far as in the judgment of the Board may be practicable, from day to day.

JUDGMENT OF THE BOARD.

18. After hearing the case the Board may dismiss the application, or make an order thereon in favour of the respondents, or reserve its decision, or (subject to the right of appeal in the Act mentioned) make such other order on the application as may be warranted by the evidence and may seem to it just.

The Board may give verbally or in writing the reasons for its decisions. A copy of the order made thereon shall be mailed or delivered to the respective parties. It shall not be necessary to hold a court merely for the purpose of giving decisions.

Any decision or order made by the Board under this Act may be made an order of the Exchequer Court, or a rule, order, or decree of any Superior Court of any province of Canada, and shall be enforced in like manner as any rule, or decree of such court. To make such decision or order a rule, order or decree of such court, the usual practice and procedure of the court in such matters may be followed, or in lieu thereof the form prescribed in subsection 2, section 46, of the Act.

The Board shall with respect to all matters necessary or proper for the due exercise of its jurisdiction under this Act, or otherwise for carrying this Act into effect, have all such powers, rights and privileges as are vested in a Superior Court. (Section 26.)

ALTERATION OR RESCINDING OF ORDERS.

19. Any application to the Board to review, rescind, or vary any decision or order made by it shall be made within thirty days after the said decision or order shall have been communicated to the parties, unless the Board think fit to enlarge the time for making such application, or otherwise orders.

APPEAL.

20. If either party desire to appeal to the Supreme Court of Canada, from the decision or order of the Board upon any question which, in the opinion of the Board, is a question of law, he shall give notice (*c*) thereof to the other party and to the secretary, within fourteen days from the time when the decision or order appealed from was made, unless the Board allows further time, and shall in such notice state the grounds of the appeal. The granting of such leave shall be in the discretion of the Board.

For procedure upon such leave being obtained see section 56, subsection 4 *et seq.* of the Act.

An appeal shall lie from the Board to the Supreme Court of Canada upon a question of jurisdiction; but such appeal shall not lie unless the same is allowed by a judge of the said Court upon application and hearing the parties and the Board.

The costs of such application shall be in the discretion of the judge.

INTERIM EX PARTE ORDERS.

21. Whenever the special circumstances of any case seem to so require, the Board may make an *interim ex parte* order requiring or forbidding anything to be done which the Board would be empowered upon application, notice and hearing to authorize, require or forbid. No such interim order shall, however, be made for a longer time than the Board may deem necessary to enable the matter to be heard and determined. (Section 49.)

22. Affidavits of service according to the form No. 6 shall forthwith, after service, be filed with the Board in respect of all documents or notices required to be served under these rules; except when notice is given or served by the Secretary of the Board, in which case no affidavit of service shall be necessary.

All persons authorized to administer oaths to be used in any of the Superior Courts of any province, may take affidavits to be used on any application to the Board.

Affidavits used before the Board, or in any proceeding under this Act, shall be filed with the secretary of the Board at its office.

Where affidavits are made as to belief, the grounds upon which the same are based must be set forth.

(*c*) For form of notice see Form No. 5 in the schedule hereto.

COMPUTATION OF TIME.

23. In all cases in which any particular number of days, not expressed to be clear days, is prescribed by this Act, or by these rules, the same shall be reckoned exclusively of the first day and inclusively of the last day, unless the last day shall happen to fall on a Sunday, Christmas Day, or Good Friday, or a day appointed for a public fast or thanksgiving in the Dominion or any of the provinces, in which case the time shall be reckoned exclusively of that day also.

ADJOURNMENT.

24. The Board may, from time to time, adjourn any proceedings before it.

AMENDMENT.

25. The Board may at any time allow any of the proceedings to be amended, or may order to be amended or struck out any matters which, in the opinion of the Board, may tend to prejudice, embarrass, or delay a fair hearing of the case upon its merits; and all such amendments shall be made as may, in the opinion of the Board, be necessary for the purpose of hearing and determining the real question in issue between the parties.

FORMAL OBJECTIONS.

26. No proceedings under this Act shall be defeated or affected by any technical objections or any objections based upon defects in form merely.

PRACTICE OF EXCHEQUER COURT WHEN APPLICABLE.

27. In any case not expressly provided for by this Act, or these rules, the general principles of practice in the Exchequer Court may be adopted and applied, at the discretion of the Board, to proceedings before it.

28. The costs of and incidental to any proceedings before the Board shall be in the discretion of the Board, and may be fixed in any case at a sum certain, or may be taxed. The Board may order by whom and to whom the same are to be paid, and by whom the same are to be taxed and allowed.

SCHEDULE No. 1.

(FORMS OF APPLICATION.)

The Board of Railway Commissioners for Canada.

Application No. . (This is to be filled in by the secretary on receipt.)

A.B. of C.D. hereby applies to the Board for an order under sections 252-253 of the Railway Act, directing the Railway Company to provide and construct a suitable farm crossing where the company's railway intersects this farm in Lot Con. Tp. County of Ontario, and states—

1. That he is the owner of the land, &c.
2. That by reason of the construction of the said railway he is deprived, &c.
3. That it is necessary for the proper enjoyment of his said land, &c.

Dated this day of , A.D, 19 .

(Signed A.B.)

ENDORSEMENTS.

The within application is made by A.B., of (state address and occupation) or by C.D. of , his solicitor.

Take notice that the within named railway company is required to file with the Board of Railway Commissioners within days from the service hereof, its answer to the within application.

See subsection "a" of section 4 on page 4 as to length of notice.

FORM OF APPLICATION.

(Where no Notice Required.)

The Board of Railway Commissioners for Canada.

Application No.

The Railway Company hereby applies to the Board for an Order under section 167 of the Railway Act, sanctioning the plans, profiles and books of reference submitted in triplicate herewith, showing a proposed deviation of its line of railway as already constructed between and , mileage to

Dated this day of , A.D. 19 .

(Signed A.B.)

SCHEDULE No. 2.

(FORM OF ANSWER.)

The Board of Railway Commissioners for Canada.

In the matter of the Application, No. of A.B. for an Order under sections 252-253 of the Railway Act, directing Railway Company to provide a farm crossing.

The said company in answer to the said application states:—

1. That the said A.B. is not the owner, but merely, &c.

2. That upon the acquisition of the right of way of the said railway, A.B. was duly paid for and released, &c.

3. That the said A.B. has other safe and convenient means, &c.

4. That, &c.

Dated, &c.

ENDORSEMENTS.

The within answer is made by A.B. of (state address and occupation) or by C.D. of , his solicitor.

Take notice that the within named Applicant is required to file with the Board of Railway Commissioners within four days from the service hereof, his reply to the within answer.

SCHEDULE No. 3.

(REPLY.)

The Board of Railway Commissioners for Canada.

In the matter of the application of A.B. against the Company.

The said A.B., in reply to the answer of the said Company states that:—

1.

2. And the said A.B. admits that

Dated this day of , A.D. 19 .

(Signed Q.)

SCHEDULE No. 4.

(FEES AND ALLOWANCES TO WITNESSES.)

The Board of Railway Commissioners for Canada.

To witnesses residing within three miles of the Court-room, per diem (not including ferry and meals)	$1 00
Barristers, attorneys, and physicians, when called upon to give evidence in consequence of any professional services rendered by them, or to give professional opinion, per diem	5 00
Engineers, surveyors and architects, when called upon to give evidence of any professional services rendered by them, and to give evidence depending upon their skill and judgment, per diem	5 00

If the witnesses attend in one case only they will be entitled to the full allowance. If they attend in more than one case, they will be entitled to a proportionate part in each case only.

When witnesses travel over three miles they shall be allowed expenses according to the sum reasonably and actually paid, which in no case shall exceed twenty cents per mile one way.

SCHEDULE No. 5.

(NOTICE OF APPEAL.)

The Board of Railway Commissioners for Canada.

In the matter of the Application of No. A.B., for an Order under sections 252-253 of the Railway Act, authorizing the Railway, &c., &c.

To the Board of Railway Commissioners,
and
To

The above named Applicant (or Respondent, as the case may be).

Take notice that the Company will apply to the Board on the day of , (not exceeding 14 days from the date hereof), for leave to appeal to the Supreme Court of Canada from the Order of the Board, dated the day of , in the matter of the above application authorizing the expropriation of certain lands referred to in said Order, and directing that compensation or damages to be awarded to the owners of said lands, or persons interested therein, shall be ascertained as and from the date of the application (or such other time as may be named in this Order).

The grounds of appeal are that as a matter of law, the awarding of such compensation or damages should be ascertained and determined from the date of the deposit of plan, profile, &c., as provided under section 192 of the Act, and not from the time stated in the Order.

Dated this day of

(Signed)

Solicitor, &c.

SCHEDULE No. 6.

(FORM OF AFFIDAVIT OF SERVICE.)

The Board of Railway Commissioners for Canada.

In the matter of the application No. , of A.B., for an Order under sections 252-253 of the Railway Act, directing
Railway Company, to provide a farm crossing.

I, , of the City of Ottawa, &c., make oath and say:—

1. That I am a member, &c.

2. That I did on , 19 , serve the (C.P.) Railway Company above named, with a true copy of the (application) of the said (A.B.) in this matter by delivering the same to (C.D.), the (Secretary) of the said company, (or to E.F., the Assistant to the General Manager) of the company, being an adult person in the employ of the company, at the head office of the company in (Montreal), see section 41 (*a*), which said copy was endorsed with the following notice, viz:—

(Copy exactly).

Sworn, &c.

SESSIONAL PAPER No. 20c

REQUIREMENTS ON APPLICATION HAVING REFERENCE TO PLANS.

NO. 1.—GENERAL LOCATION OF RAILWAY, SECTION 157.

Send to Secretary of the Department of Railways and Canals, 3 copies of map showing the general location of the proposed line of railway, the termini and the principal towns and places through which the railway is to pass, giving the names thereof, the railways, navigable streams and tide-water, if any, to be crossed by the railway, and such as may be within a radius of thirty miles of the proposed railway, and generally the physical features of the country through which the railway is to be constructed.

First copy to be examined and approved by the Minister and filed in the Department of Railways and Canals.

Second copy to be approved by Minister for filing by the Minister with the Board.

Third copy to be approved by Minister for the company.

Scale of map, not less than 6 miles to the inch.

NO. 2.—PLAN, PROFILE, ETC., OF LOCATED LINE, SECTION 159.

Upon approved general location map being filed by the Minister with the Board, send to the Secretary of the Board three sets of plans, prepared exactly in accordance with the 'general notes' as follows:—

1st set.. .. .. ..{1 plan. 1 profile. 1 book of reference.} For sanction and deposit with the Board

2nd set—same as 1st.—To be certified as copy of original and returned to the company for registration.

General notes, see pages 33 and 34.

3rd set—same as 1st.—To be certified as copy of original and returned to company.

Scale—Plans—400 feet to the inch.

Profiles—Horizontal, 400 feet; vertical, 20 feet.

(N.B.—In prairie country, scale of plan may be 1,000 feet to the inch.)

No 3.—To Alter Location or Grades of Line Previously Sanctioned or Completed.

Section 167.

Send to the Secretary of the Board three sets of plans, profiles and books of reference as required in No. 2.

N.B.—The plans and profiles so submitted will be required to show the original location, grades and curves as far as possible and railway, highway, and farm crossings, and the changes desired or necessitated in any of these, giving reason for same. Upon completion of the work application must be made to the Board for leave to operate.

Scale—Same as No. 2.

No. 4.—Plans of Completed Railway.—Section 164.

Send to the Secretary of the Board within six months after completion three sets of plans and profiles of the completed road.

1st set to be filed with the Board.
2nd set to be certified as copy of plan filed, and returned to the company.
3rd set to be certified as copy of plan filed. To be returned to the company for registration purposes.

4656—3.

Scale—Same as No. 2.

No. 5.—To take Additional Lands for Stations, Snow Protection, &c.—Section 178.

Send the Secretary of the Board three sets of plans and documents as follows:—

1st set—
- 1 application sworn to by officers required to sign and certify plans. See 'General Notes.'
- 1 plan, 1 profile.
- 1 book of reference.

} To be examined and certified and deposited with Board.

2nd set—Same as 1st—For certificate and return for registration with duplicate authority.
3rd set—Same as 1st—For certificate and return to company, with copy of authority.

Scale—Same as No. 2.

N.B.—Ten days' notice of application must be given by the applicant company to the owner or possessor of the property, and copies of such notice with affidavits of service thereof must be furnished to the Board on the application.

No. 6.—Branch Lines, not Exceeding Six Miles—Sections 221-225.

Plans, &c., shall be prepared the same as in No. 2; and one set shall be deposited in the Registry Office. Upon such deposit the company shall give four weeks public notice of its intention to apply to the Board, in some newspaper published in the county or district through which the branch line is to pass, or, if there should be no newspaper published in such county or district, for the same period in the *Canada Gazette*.

Then send to the Secretary of the Board an application, accompanied by proof of public notice, and three copies of the plan, profile, and book of reference, one set bearing the certificate of the Registrar that it is a true copy of the plan, profile and book of reference deposited in the Registry Office.

If such a branch crosses a highway or railway, the consent of, or proof of service on, the party affected must be furnished with the application. If the branch runs along a street or highway, notice of application must be served on all property owners affected.

When the company files consent of all property owners affected by the construction of the branch, publication of notice may be dispensed with.

After the Board has approved the plan, &c., a certified copy of the Order authorizing the construction of the branch line shall be filed in the Registry Office, together with any papers and plans showing changes directed by the Board.

No. 7.—Railway Crossings or Junctions—Section 227.

Send to the Secretary of the Board with an application three sets of plan and profile of both roads on either side of the proposed crossing for a distance of one mile in each direction.

Scale—Plan—400 feet to the inch.

Profile—400 feet to inch horizontal, 20 feet to inch vertical.

1st set for approval by and filing with the Board. 2nd and 3rd sets to be certified and furnished to the respective companies concerned, with certified copy of order. The applicant company must give notice of application to the company whose lines are to be crossed or joined, and shall serve with such notice a copy of all plans and profiles and a copy of the application. Upon completion of work application must be made to the Board for leave to operate. See sub-section 'a' of section 4 on page 4.

No. 8.—Highway Crossings.—Section 235 to 243.

Standard regulations of the Board affecting highway crossings, as amended May 4th, 1910.

Unless otherwise ordered by the Board, the regulations regarding the future construction of highway crossings are and shall be as follows :—

1. With each application, the railway company shall send to the Secretary of the Board three sets of plans and profiles of the crossing or crossings in question :

Scale :—

Plan		400 ft. to an inch.
Profile of railway	Horizontal	400 ft. to an inch.
	Vertical	20 ft. to an inch.
Profile of highway	Horizontal	100 ft. to an inch.
	Vertical	20 ft. to an inch.

1st set, for approval by and filing with the Board. 2nd and 3rd sets, to be furnished to the respective parties concerned, with a certified copy of the Order approving of the same.

2. The plan and profile shall show at least one-half mile of the railway each way and 300 feet of the highway on each side of the crossing.

3. The plan shall show all obstructions to the view from any point on the highway within 100 feet of the crossing to any point on the railway within one-half mile of the said crossing.

4. The company shall give the municipality in which the proposed crossing lies, 10 days' notice of the application, and copies of the plan, and furnish the Board with proof of service.

5. The road surface of level or elevated approaches, and of cuts made for approaches, to rural railway crossings over highways shall be 20 feet wide.

(*a*) A strong, substantial fence, or railing, four feet six inches high, with a good post-cap (four inches by four inches), a middle piece of timber (one and one-half inches by six inches), and a ten-inch board firmly nailed to the bottom of the posts to prevent snow from blowing off the elevated roadway, shall be constructed on each side of every approach to a rural railway-crossing over a highway where the height is five feet or more above the level of the adjacent ground, leaving always a clear road-surface of 20 feet in width.

6. Unless otherwise ordered by the Board, the planking, or paving blocks, or broken stone topped with crushed-rock screenings, on rural railway-crossings over highways (between the rails and for a width of at least eight inches on the outer sides thereof) shall be 16 feet wide.

7. In cities, towns and villages, the width of all kinds of approaches to a railway-crossing over a highway (street or avenue), and of the planking between the rails and on the outer sides thereof, must be regulated by the position of the street and the traffic or the anticipated traffic thereon, but shall not be less than 20 feet wide.

8. *Cuts and Fillings on Highway Crossings.*—Wherever a cut on the line of railway exceeds 9 feet or a filling thereon exceeds 7 feet at a highway or street crossing,

the railway company, before proceeding with the work of construction, shall refer the matter to the Board, with a full statement of the facts and circumstances, that the Board may decide as to the advisability of ordering a separation of grades at the said crossing.

9. In special cases, it may, upon application, be ordered that any existing highway crossing be constructed so as to conform to the foregoing standards and requirements.

10. Where it is necessary to operate snowploughs or flangers over highway crossings upon railway lines, railway companies may remove one plank next to the inside of each rail,—the same to be replaced in the spring or as soon as the snow is off the ground.

No. 9.—Farm Crossings.—Section 254.

1. *Gates.*—Farm-crossing gates shall be of such a width as to give a clear space between the posts of not less than—

(*a*) Sixteen feet in the provinces of Manitoba, Saskatchewan, Alberta and British Columbia.

(*b*) Fifteen feet in the province of Ontario.

(*c*) Fourteen feet in Quebec and the maritime provinces.

2. *Planking and Approaches to Crossing.*—The planking or other approved filling between the steel rails, and for a width of at least 8 inches on the outer sides thereof, and the roadways between the gates and the track or tracks, shall each furnish a road surface of not less than—

(*a*) Fourteen feet wide in the provinces of Manitoba, Saskatchewan, Alberta and British Columbia.

(*b*) Twelve feet wide in the other provinces of the Dominion.

3. For any cut or fill up to five feet, the grade shall not be steeper than 10 per cent; and for each foot or fraction exceeding ½ foot, of cut or fill in excess of five feet, the percentage of grade shall (except where, and to the extent that, the slope of the ground makes it impossible) be decreased by 1-2 of 1 per cent until a depth or height of 11 feet is reached.

4. When a cut or fill at any farm crossing exceeds 11 feet, the matter shall be referred to the Board to decide as to the advisability of requiring the railway company to construct a bridge or undercrossing, unless the company, in consultation with the owner of the farm affected, voluntarily constructs a suitable bridge or undercrossing. The width of bridges and undercrossings to be the same as the width of the gates in the different provinces, and the height of undercrossings to be determined by the requirements in each case.

5. In special cases, it may, upon application, be ordered that any existing farm crossing be reconstructed to conform to the foregoing standards.

6. In the operation of railway lines where the snowfall is such as to require the running of snow ploughs or flangers, the company may remove the planks from farm crossings. Provided that no such planks shall be so removed unless necessary, and shall be replaced by the company in the spring, or as soon as the snow is off the ground.

No. 10.—Crossings with Wires or other Electrical Conductors.—Section 246.

Notice to Applicants.—Send to the Secretary of the Board with the application, three copies of a drawing containing plans and profile views of the crossing. Also send proof that the railway company has been served with a copy of the application and drawing.

Make the drawing show:—

(*a*) The location of the poles or towers, or the location of the underground conduit in relation to the track; the dimensions of poles or towers; and the material or materials of which they are made.

(*b*) The proposed number of wires or cables, the distances between them and the track, and the method of attaching the conductors to the insulators.

(*c*) The location of all other wires to be crossed, and their supports.

(*d*) The maximum potential, in volts, between wires, the potential between the wires and the ground, and the maximum current, in amperes, to be transmitted.

(*e*) The kinds and sizes of wires or conductors to be used at the crossing.

(*f*) On circuits of 10,000 volts, or over, the method of protecting the conductors from arcs at the insulators.

(*g*) The number of insulators supporting the conductors at the crossing. (See also "J" in specifications.)

N.B.—Place a distinguishing name, number, date and signature upon the drawing. Mark the exact location of the proposed crossing upon the drawing, so that this crossing can be identified readily.

"A."

STANDARD CONDITIONS AND SPECIFICATIONS FOR WIRE CROSSINGS.

(Adopted and confirmed by Order of the Board, No. 8392, dated October 7, 1909.)

PART 1.—OVER-CROSSINGS.

Conditions:—

1. The applicant shall, at its or his own expense, erect and place the lines, wires, cables, or conductors authorized to be constructed across the said railway, and shall at all times, at its own expense, maintain the same in good order and condition and at the height shown on the drawing, and in accordance with the specifications hereinafter set forth, so that at no time shall any damage be caused to the company owning, operating, or using the said railway, or to any person lawfully upon or using the same, and shall use all necessary and proper means to prevent any such lines, wires, cables, or conductors from sagging below the said height.

2. The applicant shall at all times wholly indemnify the company owning, operating, or using the said railway, of, from, and against all loss, cost, damage, and expense to which the said railway company may be put by reason of any damage or injury to person or property caused by any of the said wires or cables or any works or appliances herein provided for not being erected in all respects in compliance with the terms and provisions of this Order, as well as any damage or injury resulting from the imprudence, neglect, or want of skill of the employees or agents of the applicant.

3. No work shall at any time be done under the authority of this Order in such a manner as to obstruct, delay, or in any way interfere with the operation or safety of the trains or traffic of the said railway.

4. Where, in effecting any such crossing, it is necessary to erect poles between the tracks of the railway, the applicant, before any work in connection with such crossing is begun, shall give the railway company owning, operating, or using the said railway, at least seventy-two hours' prior notice thereof in writing, and the said railway company shall be entitled to appoint an inspector, under whose supervision such work shall be done, and whose wages, at a rate not to exceed three dollars per day, shall be paid by the applicant. When the applicant is a municipality and the crossing is on a highway under its jurisdiction, the wages of the inspector shall be paid by the railway company.

4*a*. It shall not, however, be necessary for the applicant to give prior notice in writing to the railway company as above provided in regard to necessary work to be done in connection with the repair or maintenance of the crossing, when such work becomes necessary through unforeseen emergency.

5. Where wires or cables to be erected across the railway are to be carried above, below, or parallel with existing wires, at the crossing, either within the span to be constructed across the railway or within the span next thereto on either side, such additional precautions shall be taken by the applicant as an engineer of the Board shall consider necessary.

6. Nothing in these conditions shall prejudice or detract from the right of the company owning, operating, or using the railway to adopt at any time the use of electric or other motive power, and to place and maintain over, upon, or under its right of way, such poles, lines, wires, cables, pipes, conduits, and other fixtures and appliances as may be necessary or proper for such purpose. Liability for the cost of any removal, change in location or construction of the poles, lines, wires, cables, or

other fixtures or appliances erected by the applicant over or under the tracks of the said railway company, rendered necessary by any of the matters referred to in this paragraph shall be fixed by the Board on the application of any party interested.

7. Any disputes arising between the applicant and the said railway company as to the manner in which the said wires or cables are being erected, placed, maintained, used, or repaired, shall be referred to an engineer of the Board, whose decision shall be final.

8. The wires or cables of the applicant shall be erected, placed and maintained across the said railway in accordance with the drawing approved by the Board and the specifications following. If the drawing and specifications differ, the letter shall govern unless a specific statement to the contrary appears in the Order of the Board.

9. In every case in which the line of a railway company shall be constructed under the wires or cables of a telegraph or telephone company, the construction of the telegraph or telephone company shall be made to conform to the foregoing specifications, and any changes necessary to make it so conform shall be made by the telegraph or telephone company at the cost and expense of the railway company.

OVER-CROSSINGS.

Specifications:—

A. *Labelling of Poles.*—Poles, towers, or other wire-supporting structures on each side of and adjacent to railway crossings, to be equipped with durable labels showing (*a*) the name of the company or individual owning or maintaining them, and (*b*) the maximum voltage between conductors; the characters upon the labels to be easily distinguished from the ground.

B. *Separate lines.*—Two or more separate lines for the transmission of electrical energy shall not be erected or maintained in the same vertical plane. The word "lines," as here used, to mean the combination of conductors and the latter's supporting poles, or towers, and fittings.

C. *Location of poles, &c.,*—Poles, towers, or other wire-supporting structures to be located wherever possible a distance from the rail not less than equal to the length of the poles or structures used. Poles, towers, or other wire-supporting structures must under no consideration be placed less than 12 feet from the rail of a main line, or less than 6 feet from the rail of a siding. At leading sidings, sufficient space to be left for driveway.

D. *Setting and strength of poles.*—Poles less than 50 feet in length to be set not less than 6 feet and poles over 50 feet not less than 7 feet in solid ground. Poles with side strains to be reinforced with braces and guy wires. Poles to be at least 7 inches in diameter at the top. Mountain cedar poles to be at least 8 inches at the top. In soft ground poles must be set so as to obtain the same amount of rigidity as would be obtained by the above specification for setting poles in solid ground. When the crossing is located in a section of the country where grass or other fires might burn them, wooden poles to be covered with a layer of some satisfactory fire-resisting material, such as concrete at least two inches thick, extending from the butt of the pole for a distance of at least 5 feet above the level of the ground. Wooden structures to have a safety factor of five.

E. *Setting and strength of other structures.*—Towers or other structures to be firmly set upon stone, metal, concrete, or pile footings or foundations. Metal and concrete structures to have a safety factor of four.

F. *Length of span.*—Span must be as short as possible consistent with the rules of setting and locating of poles and towers.

G. *Fittings of wooden poles for telegraph, telephone or other low tension lines.*—The poles at each side of the railway must be fitted with double cross-arms dimensions not less than 3 inches by 4 inches, each equipped with 1½-inch hardwood pins nailed in

arms of some stronger support and with suitable insulators; cross-arms to be securely fastened to the pole in a gain by not less than ⅝-inch machine bolt through the pole; arms carrying more than two wires or carrying a cable must be braced by two stiff iron or substantial wood braces fastened to the arms by ⅝-inch or larger carriage bolts, and to the pole by a 3·8-inch or larger bolt.

H. *Fittings of all poles, towers, or other structures.*—All wire-supporting structures to be equipped with fittings satisfactory to an engineer of the Board.

1. *Guards.*—Where cross-arms are used, an iron hook guard to be placed on the ends of and securely bolted to each. The hooks shall be so placed as to engage the wire in the event of the latter's detachment from the insulator.

J. *Insulators.*—All wires or conductors for the transmission of electrical energy across a railway to be supported by and securely attached to suitable insulators.

Wires or conductors in 10,000 volt (or higher) circuits, to be supported by insulators capable of withstanding tests of two and one-half times the maximum voltage to be employed under operating conditions. An affidavit describing the tests to which the insulators have been subjected and the apparatus employed in the tests shall be supplied by the applicant. The tests upon which reports are required are as follows:—

J-*a. Puncture test.*—The insulators having been immersed in water for a period of 7 days, immediately preceding and ending at the time of the test, to be subjected for a period of five minutes to a potential of two and a half (2½) times the maximum potential of the line upon which they are to be installed.

J-*b. Flash-over test.*—State the potential that was employed to cause arcing or flashing across the surface of the insulator between the conductor and the insulator's point of support when the surface was (1) dry, and (2) wet.

K. *Height of wires—(a) Low tension conductors.*—The lowest conductor must not be less than 25 feet from top of rail for spans up to 145 feet; 2½ feet additional clearance of rails or other wires must be given for every twenty feet or fraction thereto additional length of span. The words "Low Tension," as here used, to mean conductors for telegraph, telephone, and kindred signal work, as well as conductors connected with grounded secondary circuits of transformers.

K-*b.* All primary conductors, undergrounded secondaries and railway feeders to be maintained at least 30 feet above the top of rail, except where special provisions are made for trolley wires.

K-*c.* High tension conductors, these between which a potential of 10,000 volts or over is employed, to be maintained at least 35 feet above the top of rail.

L. *Clearances.*—Safe clearances between all conductors to be maintained at all times. The following distances to be provided wherever possible; at least 3 feet clearance between low tension wires; at least 5 feet between low tension wires, primaries, ungrounded secondaries, and railway feeders employing less than 10,000 volts; at least 10 feet between high tension wires and all other lines.

M. *Guy Wires.*—Guy wires at railway crossings to be at least as strong as 7-strand No. 16 Stub's or New British standard gauge galvanized steel wire, and to be clearly indicated as guy wire on the drawing accompanying the application. One or more strain insulators to be placed in all guy wires; the lowest strain insulator to be not less than 8 feet above the ground.

N. *Wires and other Conductors.*—N-*a.* Where open telephone, telegraph, signal or kindred low tension wires are strung across a railway this stretch to consist of copper wire or copper-clad steel wire not less than No. 13 New British standard gauge, ·092 inch in diameter. Wire to be tied to insulators by a soft copper tie-wire, not less than 20 inches in length and of the same diameter as line wire.

N-*b.* Where No. 9 B.W.G. or larger, galvanized iron wire is employed in a circuit, and where there is no danger of deterioration from smoke or other gases, the use of this wire may be continued at the crossing.

N-*c*. Where a number of rubber-covered wires are strung across a railway, they may be made up into a cable by being twisted on each other or sewn with marline, which must be tied every three inches, and the whole securely fastened to the poles by marline.

N-*d*. Wires or conductors for the transmission of electrical energy for purposes other than telegraph, telephone, or kindred low tension signal work, to be composed of at least 7 strands of material having a combined tensile strength equivalent to or greater than No. 4 Brown & Sharpe gauge hard drawn copper wire. These conductors to be maintained above low tension wires at the crossing to be free from joints or splices, and to extend at least one full span of line beyond the poles or towers at each side of the railway.

N-*e*. Wires or conductors subjected to potentials of 10,000 volts or over, to be reinforced by clamps, servings, wrappings, or other protection at the insulators to the satisfaction of an engineer of the Board.

N-*f*. Conductors for other than low tension work to have a factor of safety of two when covered with ice or sleet to a depth of 1 inch and subjected to a wind pressure of 100 miles per hour.

O. *Position of Wires.*—Wires or conductors of low potential to be erected and maintained below those of higher potential which may be attached to the same poles or towers.

P. *Trolley Wires.*—Trolley wires at railway crossings to be provided with a trolley guard so arranged as to keep the trolley wheel or other running, sliding or scraping device in electrical contact with them. The trolley wire, trolley guard and their supports to be maintained at least 22 feet 6 inches above the top of the rails.

Q. *Cable.*—Cable to be carried on a suspension wire at least equivalent to 7 strands of No. 13 Stub's or New British Standard gauge galvanized steel wire. When cross-arms are used, suspension wire to be attached to a $\frac{3}{4}$-inch iron or stronger hook, or when fastened to poles to a malleable iron or stronger messenger hanger bolted through the poles, the cable to be attached to the suspension wire by cable slips not more than 20 inches apart. Rubber insulated cables of less than $\frac{3}{4}$-inch in diameter may be carried on a suspension wire of not less than 7 strands of No. 16 Stub's or New British standard gauge galvanized steel wire. The word "cable" as here used, to mean a number of insulated conductors covered or bound together.

Part 2.—Under-crossings.

Conditions:—

1. The line or lines, wire or wires, shall be carried across the railway in accordance with the approved drawing, and a pipe or pipes, conduit or conduits, shall, for the whole width of the right-of-way adjoining the highway, be laid at the depth called for by, and shall be constructed and maintained in accordance with, the specifications hereinafter set forth.

2. All work in connection with the laying and maintaining of each pipe or conduit, and the continued supervision of the same, shall be performed by, and all costs and expenses thereby incurred be borne and paid by the applicant; but no work shall at any time be done in such manner as to obstruct, delay, or in any way interfere with the operation or safety of the trains, traffic, or other work on the said railway.

3. The applicant shall at all times maintain each pipe or conduit in good order and condition, so that at no time shall any damage be caused to the property of the railway company, or any of its tracks be obstructed or the usefulness or safety of the same for railway purposes be impared, or the full use and enjoyment thereof by the said railway company be in any way interfered with.

4. Before any work of layiag, removing or repairing any pipe or conduit is begun, the applicant shall give to the railway company at least seventy-two hours prior notice

thereof, in writing, accompanied by a plan and profile of the part of the railway to be affected, showing the proposed location of such pipe or conduit and works contemplated in connection therewith, and the said railway company shall be entitled to appoint an inspector to see that the applicant, in performing said work, complies in all respects with the terms and conditions of this order, and whose wages, at a rate not exceeding $3 per day, shall be paid by the applicant. When the applicant is a municipality and the crossing is on a highway under its jurisdiction the wages of the inspector shall be paid by the railway company.

4*a*. It shall not, however, be necessary for the applicant to give prior notice in writing to the railway company, as above provided, in regard to necessary work to be done in connection with the repair or maintenance of the crossing when such work becomes necessary through an unforeseen emergency.

5. The applicant shall, at all times, wholly indemnify the company owning, operating, or using the said railway of, from, and against all loss, costs, damage, and expense to which the said railway company may be put by reason of any damage or injury to person or property caused by any pipe or conduit, or any works or appliances herein, or in the order authorizing the work provided for, not being laid and constructed in all respects in compliance with the terms and provisions of these conditions, or if, when so constructed and laid, not being at all times maintained and kept in good order and condition, and in accordance with the terms and provisions of said order, or any order or orders of the Board in relation thereto, as well as any damage or injury resulting from the imprudence, neglect, or want of skill of any of the employees or agents of the applicant.

6. Nothing in these conditions shall prejudice or detract from the right of any company owning, or operating or using the said railway to adopt at any time, the use of electric or other motive power, and to place and maintain upon, over, and under the said right of way such poles, wires, pipes and other fixtures and appliances as may be necessary or proper for such purposes. Liability of the cost of any removal, change in location or construction of the pipes, conduits, wires, or cables constructed or laid by the applicant rendered necessary by any of the matters referred to in this paragraph, shall be fixed by the Board on the application of the party interested.

7. Any dispute arising between the applicant and the company owning, using, or operating said railway as to the manner in which any pipe or conduit, or any works or appliances herein provided for, are being laid, maintained, renewed or repaired, shall be referred to the Engineer of the Board, whose decision shall be final and binding on all parties.

UNDER-CROSSINGS.

Specifications:—

AA. *Conduit.*—Vitrified clay, creosoted wood, metal pipe or fibre conduit may be used.

BB. *Depth.*—The excavation to be of sufficient depth to allow the top of the duct to be at least three feet below the bottom of the ties of the railway track.

CC. *Laying.*—The conduit or duct to be laid on a base of 3 inches of concrete, mixed in proportion, 1 of cement, 3 of sand and 5 of broken stone or gravel. Where stone is used, such stone to be of a size that will permit of its passing through a 1-inch ring. After ducts are laid, the whole to be encased to a thickness of 3 inches on top and sides in concrete mixed in the same proportions as above.

Where the track is on an embankment a pipe may be driven through the latter.

DD. *Filling in.*—The excavation must be filled in slowly and well tamped on top and side.

EE. *Guard.*—The excavation must at all times be safely protected by the applicant.

In the case of power crossings, application to operate must be made to the Board upon completion of the work.

No. 11.—Crossings with Pipes for Drains, Water Supply, Gas, &c.—Section 250.

Send to the Secretary of the Board, with the application, a plan and profile in triplicate. The plan must show the track or tracks proposed to be crossed. The profile must show the distance between the pipe and the base of rail, the size of the pipe, and the material of which it is to be constructed. A copy of the plan and profile must be sent to the railway company with notice of application.

Sewer Pipes.—Sewers under railway tracks shall be constructed of hard brick laid in cement mortar, or standard glazed tile pipe, or such other material as may from time to time be prescribed by the Board. If standard glazed pipe is used, the joints must be properly fastened with cement mortar, and the pipe under every track and for a distance of 4 feet on the outer sides thereof be imbedded in concrete, 4 inches thick, beneath and all around the said pipe.

The top of the sewer (brick or pipe) shall, wherever possible, be below the frost line and not less than 4 feet below base of rail. Where this cannot be done without causing a sag in the sewer, precautions must be taken to strengthen and protect the sewer.

2. *Water Pipes.*—Every water pipe underneath a railway track shall be of the Canadian Society of Civil Engineers' standard, properly fastened at the joints; and the top of the pipe shall be below the frost line and not less than 4 feet below base of rail.

3. *Pipes for Manufactured Gas.*—Every pipe for conveying manufactured gas under a railway track shall be the standard gas pipe, properly fastened at the joints; and the top of the pipe shall be below the frost line and not less than 4 feet below base of rail.

4. *Pipes for Oil and Natural Gas.*—Every pipe for conveying oil or natural gas under a railway track shall be of steel or cast-iron, or such other material as may from time to time be prescribed by the Board, tested to a pressure of 1,000 lbs. to the square inch if the gas pipe or main be a high-pressure line, and 300 lbs. to the square inch if the said gas pipe or main be a low pressure line; and the said oil or natural gas pipe shall be encased within another pipe of sufficient size and strength to protect it properly, the top of the encasing pipe to be below the frost line and not less than 4 feet below base of rail.

5. All work in connection with the laying, maintaining, renewing, and repairing of the said pipe and the continued supervision of the same shall be performed by, and all costs and expenses thereby incurred be borne and paid by the applicant, but no work at any time shall be done in such a manner as to obstruct, delay, or in any way interfere with the operation of any of the trains or traffic of the railway company or other company using the said railway.

6. The applicant shall at all times maintain the said pipe in good working order and condition, and so that at no time shall any damage be caused to the property of the railway company, or any of its tracks be obstructed, or the usefulness or safety of the same for railway purposes be impaired, or the full use and enjoyment as heretofore by the railway company or other company using the said railway, be in any way interfered with.

7. Before any work of laying, renewing, or repairing the said pipe is begun, the applicant shall give to the local superintendent of the railway company at least forty-eight hours prior notice thereof in writing, so as to enable the railway company to appoint an inspector to see that the work is performed in such a manner as shall, in all respects, comply with those regulations. The wages of such inspector, which shall not exceed $3 per day, to be paid by the applicant, except in the case of municipal corporation desiring to lay a pipe under the railway on a highway, which is senior to the railway. In such case the railway company shall pay its own inspector.

8. The applicant shall assume and be responsible for all risk of accident, loss, injury, or damage of every nature whatsoever which may happen or be in any way caused by reason of the negligence of the applicant, its servants or agents, in connection with the laying, maintenance, renewal, or repair of the said pipe or the use thereof, or by any failure on the part of the applicant, or its servants or agents, to observe at all times and perform fully in all respects the terms and conditions of these regulations.

9. If any dispute arise between the applicant and the railway company as to the terms and conditions of these regulations, or as to the manner in which the said pipe is being laid, maintained, renewed, or repaired, the same shall be referred to an engineer of the Board, whose decision shall be final and binding on all the parties.

10. An Order of the Board shall not be required in the cases in which water pipes or other pipes are to be laid or maintained under the railway, with the consent of the railway company, in accordance with the general regulations, plans or specifications adopted or approved by the Board for such purposes.

No. 12.—Crossings and Works upon Navigable Waters, Beaches, &c.—Section 233.

Upon site and general plans being submitted to Department of Public Works, and being approved by the Governor in Council, send to the Secretary of the Board: Certified copy of Order in Council with the plans and description approved thereby and so certified, one application and two sets of detail plans, profiles, drawings and specifications.

The plans must show details of construction of piers and their foundations, also details of superstructure, if standard plan of the same has not already been approved.

The profile must show the cross-section of the river or stream at the place of crossing and high and low water marks.

The name of the river or stream, and the mileage of the bridge should be given. Upon completion of work application must be made to the Board for leave to operate.

No. 13.—Bridges, Tunnels, Viaducts, Trestles, &c., over 18 ft. Span.—Section 257.

(*a*) Must be built in accordance with standard specifications and plans, approved by the Board.

(*b*) Or detail plans, profiles, drawings and specifications, which may be blue, white or photographic prints, must be sent to the Secretary of the Board for approval, &c., as in No. 12.

Upon completion of the work application must be made to the Board for leave to operate.

No. 14.—Station Grounds and Station Buildings.—Section 258.

Send to the Secretary of the Board:—

3 sets of plans showing the location and details of structures and yard tracks. The company shall give the municipality in which the proposed station lies notice of the application and copy of the plan, and furnish the Board with proof of service.

1st set for filing with the Board.

2nd set to be certified and returned to the company with certified copy of order of approval.

3rd set to be certified and sent to the municipality.

Note.—If approved plans, showing location, &c., of a station, are on file with the Board, and such station were burned, a letter from the company that it intends to erect another station of the same plan and location, would call from the Board an

approval and waiver of filing new plans, unless the local conditions had so changed since the original station was erected, that public convenience called for enlarged facilities or change of location.

Plans (for Nos. 2 to 6) must show the right of way, with lengths of sections in miles, the names of the terminal points, the station grounds, the property lines, owners' names, the areas and length and width of land proposed to be taken, in figures (every change of width being given) the curves and the bearings, also all open drains, water courses, highways, farm roads and railways proposed to be crossed or affected.

Should the company at any place require right of way more than 100 feet in breadth for the accommodation of slopes and side ditches, it will be necessary to place on the plan cross-sections of the right of way, taken one hundred feet apart and extending to the limits of the right of way proposed to be taken.

Profiles shall show the grades, curves, highway and railway crossings, open drains and watercourses, and may be endorsed on the plan itself.

Books of reference shall describe the portion of land proposed to be taken in each lot to be traversed, giving numbers of the lots, and the area, length and width of the portion thereof proposed to be taken and names of owners and occupiers so far as they can be ascertained.

All plans, profiles and books of reference must be dated and must be certified and signed by the president or vice-president or general manager, and also by the engineer of the company.

The plan and profile to be retained by the Board must be on tracing linen, the copies to be returned may be either white, blue or photographic prints.

All profiles shall be based, where possible, upon sea level datum.

All books of reference must be made on good thick paper and in the form of a book with a suitable paper cover. The size of such books when closed shall be as near as possible to 7½ inches by 7 inches, or book of reference may be endorsed on the plan.

FORM OF BOOK OF REFERENCE REQUIRED.

. . . .Railway Company.

. . . . . Division or Province . . . .Branch.

Book of Reference to Accompany Location Plan Showing Land Required for Railway Purposes.

Station to	Station.	Width of Railway.	Owner.		Centre of Book when open.	Part of.	Section or Lot.	Township Parish Block or Number of Claim.	Range.	Contents Acres	Remarks.

Interlocking System.

Rules governing the use of interlocking and derailing signals and speed of trains where one railway crosses another at rail-level, or where a railway crosses a drawbridge.

1. The normal position of all signals must indicate danger.

2. When the distant semaphore indicates caution, the train passing must be under full control and prepared to come to a full stop before reaching the home signal.

3. When the home signal indicates danger, it must not be passed.

4. When clear signals are shown where one railway crosses another at rail-level, the speed of passenger trains must be reduced to thirty-five miles an hour and freight trains to twenty miles an hour, until the entire train has passed the diamond.

5. When clear signals are shown where a railway crosses a drawbridge, the speed of passenger trains must be reduced to twenty-five miles an hour and the speed of freight trains to fifteen miles an hour, until the entire train has passed the drawbridge.

General Requirements Applicable to Steam Railways for Interlocking, Derailing and Signal System at Rail Level, at Junctions and at Drawbridges.

The plan and construction of interlocking signalling, and derailing system to be used at rail-level crossings, junctions and drawbridges, shall conform to the following rules:—

1. Derails shall be placed not less than five hundred (500′) feet from the nearest frog point of the diamond junction point or from the ends of the drawbridge unless otherwise ordered. On single track railways derail points, when practicable, should be on inside of curve, and on double track railways the derail points should be in outside rail on both tracks. On the latter back-up derails will be required.

2. Home signals shall be placed fifty-five (55′) feet in advance of derail point, and the distance between home and distant signals shall not be less than twelve hundred (1,200′) feet, unless otherwise ordered. Signal post shall be placed over or on the engineman's side of the track, unless otherwise ordered.

3. Guard-rails shall be laid on outside of rail in which the derail is placed, or on the inside of the opposite rail, and commencing at least nine (9′) feet from point of derail, shall extend thence towards the crossing, parallel with and nine (9″) inches distant in the clear from the track rail for four hundred (400′) feet, fully spiked. In no instance, however, should the guard-rail approach within one hundred (100′) feet of the diamond, junction point or end of drawbridge. In the case of inside guard-rails the extreme ends of the same shall be bent down level with the top of tie.

4. The normal position of all signals must indicate danger, derail points open unless otherwise ordered, and the interlocking so arranged that it will be impossible for the signalman to give conflicting signals.

5. Signals shall be of the semaphore type, the indications given in upper or lower quadrant by not more than three positions, and in addition at night by lights of prescribed colours.

6. The apparatus shall be so constructed that the failure of any part directly controlling a signal will cause it to give its least favourable indication.

7. Semaphore arms that govern shall be displayed to the right of the signal post, as seen from an approaching train.

8. Facing point locks must be used on facing point switches and derails on high-speed routes.

9. The established order of interlocking shall be such that a clear signal cannot be displayed until derails or diverging switches, if any, in conflicting routes, are in their normal position, and the switches for the required route are set and locked.

10. High-speed routes shall be indicated by high signals, not more than three blades to be displayed on one signal post. Dwarf signals shall be used for low-speed routes and for double track back-up derails.

11. The blades and back lights of all signals should be visible to the signalman in the tower. If from any cause, the blade or light of any signal cannot be placed so as to be seen by the signalman a repeater or indicator should be provided.

12. As soon as an interlocking plant is completed, the company may place the same in operation, but, until the plant is approved by order of the Board, all trains must stop before making the crossing, as required by the Railway Act.

13. Application for inspection of interlocking plant must be made to the Board, accompanied by a plain diagram, showing location of the crossing, junction or draw-bridge, and the position of all main tracks, sidings, switches, turnouts, &c., within the limits of the interlocker. On the diagram the several tracks must be indicated by letters or figures, and reference made to each, explaining the manner of its use, also together with the numbers of signals, derails, locks, &c., corresponding to levers in the tower.

DETAILS.

14. The machine shall be of the latch locking type unless otherwise ordered, and levers shall be numbered from left to right.

15. One lever shall operate not more than one signal, and nothing in conjunction with it.

PIPE LINE.

16. One inch pipe of soft steel or wrought iron shall be used for connections to switches, derails, movable wing and point frogs, detector bars, locks, bridge couplers and home signals.

(*a*) Pipe lines shall be straight where possible, and shall not be placed less than four feet (4′) from gauge line, except where the lines run between tracks. On draw spans and approaches they shall be kept as far from the gauge line as conditions will permit.

(*b*) Pipe lines shall be supported on pipe carriers, spaced not more than seven (7′) feet apart.

(*c*) Couplings in pipe lines shall be located not less than twelve (12″) inches from pipe carriers with lever on centre.

(*d*) Pipe connections shall be made with threaded sleeves, and the joints plugged and riveted; or keyed, or by other approved method.

WIRE LINE.

17. Distant and dwarf signals shall be operated by wires, the back wire to have two (2″) inches more stroke than the front wire.

(*a*) Wire lines shall be carried in wire carriers placed not more than forty (40′) feet apart. Where wire lines run next to the pipe lines, the wire carriers shall be attached to the pipe carrier foundations if convenient. Where wire carriers are attached to independent foundations they shall be placed not less than six (6) feet from gauge of nearest rail, where practicable.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

APPENDIX I.

LIST OF BOOKS IN LIBRARY.

Abbott—Railway Law of Canada, 2 vols.
Abbott on Telephony, 6 vols.
Abbott—Electrical Transmission of Energy.
Ackworth—Elements of Railway Economics.
Act to Regulate Commerce, 1906.
Adams—The Block System.
Adams—Railroad Accidents.
Alabama Reports Railroad Commission, 1909-10.
Alberta Law Reports, 1908-9.
Allen—Telegraph Cases.
American Electrical Cases, 9 vols.
American and English Annotated Cases, 20 vols.; Digest, vols. 1-10, 1-20.
American and English Encyclopedia of Law, 32 vols.; Supplement, vols. 3, 4 and 5.
American and English Railroad Cases, New Series, 64 vols.; Digest, vols. 1-23, 24-43, 44-53, 3 vols.; Index Digest, vol. 54; Old Series, 61 vols.; Digest, vols. 1-35, 36-43 (2 vols.).
American Railroad and Corporation Reports, Lewis, 12 vols.
American Railway Reports, 21 vols:; (vol. 1, Truman; vols. 2, 3, 4 and 5, Mallory; 6, 7, 8 and 9, Shipman; 10 to 21, Ladd; Ladd includes 20 and 21, Clemens.)
Anderson's Dictionary of Law, 1 vol.
Anderson's Index Digest of Interstate Commerce Laws.
Armstrong's Digest N.S. Reports, 1 vol.
Ashe—Electric Railways.
Audette—Practice of the Exchequer Court.
Baldwin—American Railroad Law.
Barnes—Interstate Transportation.
Bartholomew—Air Brakes for Electric Cars.
Beach's Law of Railways, 2 vols.
Beach—Monopolies and Industrial Trusts.
Beach's Railway Digest, Annual, 1889.
Beal on Bailments.
Beal—Cardinal Rules of Legal Interpretation.
Beal and Wyman—Railroad Rate Regulation.
Beauchamp—Jurisprudence of the Privy Council.
Beaudry-Lacantinerie—Droit Civil.
Beavan and Walford Railway cases.
Bell and Dunn's Practice Forms.
Beullac—Code de Procedure Civile.
Bigg's General Railway Acts.
Biggar's Municipal Manual.
Bird's Digest, B.C. Case Law, 1 vol.
Blakemore—The Abolition of Grade Crossings in Massachusetts.
Bligh's Ontario Law Index to 1900.
Bligh and Todd—Dominion Law Index, 2nd Ed., 1898.

Booth—Street Railways.
Boulton—The Law and Practice of a Case Stated.
Bouvier's Law Dictionary. 2 vols.
Boyle & Waghorn—The Law and Practice of Compensation.
Boyle & Waghorne—The Law Relating to Railway and Canal Traffic, 3 vols.
Brassey, Lord—Fifty years of Progress and the new Fiscal Policy.
Brice—Tramways and Light Railways, 2nd Ed., 1902.
Brice—Ultra Vires, 3rd Ed.. 1893.
British Columbia Reports, 16 vols.
British Columbia Laws, Consolidated, 1877.
British Columbia Statutes, 1872-1912.
British Columbia Statutes, Revised, 1897 (2 vols); 1911, (3 vols.).
British Columbia Ruling Cases, vols. 1-2.
Broom's Legal Maxims, 7th Ed., 1900.
Browne's Law of Carriers.
Browne—The Law of Compensation, 2nd Ed., 1902.
Browne's Practice before the Railway Commissioners.
Browne & Theobald—Law of Railways, 3rd Ed., 1899.
Bullinger—Postal and Shipper's Guide for the United States, 1912.
Butterworth—Practice of the Railway and Canal Commission.
Butterworth—Railways and Canals, 2nd Ed., 1899.
Byer—Economics of Railway Operation.
California Railroad Commission, Annual Report, 1910.
Calvert's Regulation of Commerce.
Campbell—Forest Fires and Railways.
Canada Law Journal, vols. 47.
Canada and Newfoundland Gazetteer, 1909.
Canada Year Book 1908-10.
Canadian Annual Digest, 1896-1911.
Canadian Annual Review, 1906-10.
Canadian Annual Review, vols. 3-6.
Canadian Law Times, vol. 31.
Canadian Railway Cases, 8 vols., MacMurchy and Denison.
Canadian Railway Act, Annotated, MacMurchy and Denison.
Canadian Reports—Appeal Cases, 1826-1910.
Canadian Ten Year Digest, 1901-1911.
Car Builders' Dictionary, 1906.
Carmichael's Law of the Telegraph, Telephone and Submarine Cable.
Cartwright's British North America Cases, 5 vols.
Cartwright's Canadian Law List, 1906-12.
Century Dictionary and Cyclopedia, 10 vols.
Chambers' Parliamentary Guide, 1909.
Chitty's Archibold's Q.B. Practice, 14th Ed., 1885.
Chitty's K.B. Forms, 13th Ed., 1902.
Clarke and Others—The American Railway.
Clarke—State Railroad Commissions.
Clarke—Studies in History and Economics and Public Law, Standards of Reasonableness in Local Freight Discriminations.
Clarke—Street Railway Accident Law, 2nd Ed., 1904.
Clements—Canadian Constitution, 2nd Ed., 1904.
Clements—Federal Supervision of Railroads.
Clifton, E. C., and A. Grunaux—A new Dictionary of the French and English Languages.
Clifton, E. C., and A. Grunaux—Technological Dictionary, English, German, French.

Clode—Rating of Railways.
Colson—Abrege de la Legislation des Chemins de Fer et Tramways.
Congdon's Digest, Nova Scotia Reports, 1 vol.
Connecticut—Reports of Railroads, 1910.
Connors—Report of the Working of American Railways.
Constantineau on the De Facto Doctrine.
Cooley—The American Railway, its Construction, Development, Management and Appliances.
Cooley—Taxation, 3rd Ed., 1903, 2 vols.
Copnall—A Practical Guide to the Administration of Highway Law.
Correspondence between Board of Agriculture and Fisheries and Railway Companies of Great Britain.
Coutlee's Supreme Court Reports.
Cowles—A General Freight and Passenger Post, 4th Ed., 1905.
Criminal Code—1892 and 1900.
Croswell—The Law Relating to Electricity.
Currier—Railway Legislation of the Dominion of Canada, 1867-1905.
Cyclopedia of Law and Procedure, 39 vols., Annotations, 1907-11.
Daggett—Railroad Re-organization.
Dale & Lehmann's English Overruled Cases, 2 vols.
Daniell—Chancery Forms, 5th Ed., 1901.
Darlington—Railway and Canal Traffic Acts.
Darlington—Railway Rates.
Daviel—Des Cours d'Eau, 3 vols.
Denton—Municipal Negligence (Highways).
Dewsnup—Railway Organization and Working.
Dictionary of Altitudes in Canada, 1903.
Dictionnaire de la Langue Francaise, avec un Supplement d'Histoire et de Geographie—Littre et Beaujeu.
Digest of American Decisions and Reports—Rapalje, 3 vols.
Digest American Reports, 2 vols.
Digest Canadian Case Law, 1901-05, 1 vol.; 1910, 1 vol.; 1911, 1 vol.
Digest of Cases, Ontario Law Reports, 1882-84; 1884-87, 2 vols.
Digest of English Law Reports, 1901-10.
Digest United States Supreme Court Reports, vols. 1-186, 4 vols.
Disney—Carriage of Railway.
Dodd—Law of Light Railways.
Doherty—Liability of Railroads to State Employees.
Dominion Statutes, 1867-1911. Revised Statutes of Canada, 1886, 2 vols.; 1906, 4 vols. Acts of the Provinces and of Canada Not Repealed by the Revised Statutes, 1887.
Dorsey—English and American Railroads Compared.
Douglas—The Influence of the Railroads of the United States and Canada on the Mineral Industry, 1909-10.
Drinker—Interstate Commerce Act, 2 vols.; Supplement, 1 vol.
Duff on Merchants Bank and Railroad Book-keeping, 20th Ed., 1888.
Eaton—Railroad Operations—How to Know Them.
Edwards—Railway Nationalization.
Eddy on Combinations, 2 vols.
Elliott—The A. B. C. of Railroad Signalling.
Elliott—The Individual, The Corporation, and The Government.
Elliott—Minnesota. The Railways and Advertising.
Elliott on Railroads, 4 vols.
Elliott on Roads and Streets, 2nd Ed., 1900.

Encyclopedia Britannica, 35 vols.
Encyclopedia of the Laws of England, 15 vols. Annual Supplement, 1910-11.
Endlich on Statutes.
English Law Reports (complete set to 1911).
English Railway and Canal Cases—Nichol—6 vols.
English Railway and Canal Traffic Cases—Brown, Macnamara and Neville, 14 vols.
English Reports (reprints), 125 vols.
English Ruling Cases, 26 vols; Supplement, vol. 27.
Exchequer Court Reports, 11 vols.
Ewart's Digest Manitoba Law Reports.
Express Companies—Judgment of the Board relating to Express Companies in Canada.
Farnham's Waters and Water Rights, 3 vols.
Fetter—Carriers of Passengers, 2 vols.
Finch—Federal Anti-Trust Divisions, 2 vols.
Florida—Railroad Commission, Annual Report, 1910-11.
Forney—Catechism of the Locomotive.
Fry—Specific Performance.
Fry—Code Civil, 4 vols; Supplement, 2 vols.
Georgia Railroad Commission Annual Reports, 1905-10.
Gephart—Transportation and Industrial Development in the Middle West.
Gillette—Hand Book of Cost Data.
Glen on Highways.
Goodeve—Railway Passengers.
Gould on Waters.
Gray—Communication by Telegraph.
Greene—Highways.
Grierson—Railway Rates, English and Foreign.
Hadley—Railway Transportation.
Hadley—Railway Working and Appliances.
Haines—American Railway Management.
Haines—Railway Corporations as Public Servants.
Haines—Restrictive Railway Legislation.
Hamilton—Railway and Other Accidents.
Hamilton—Railroad Laws of New York, 1906-7.
Hamlin's Interstate Commerce Acts Indexed and Digested.
Hammond—Railway Rate Theories of the I.C.C.
Hardcastle's Statute Law.
Hatfield—Lectures on Commerce.
Hay, Jr.—The Law of Railway Accidents in Massachusetts.
Henderson—Ditches and Water Courses.
Henderson—Locomotive Operation.
Henrick—Railway Control by Commissions.
High on Injunctions, 2 vols.
Hodges on Railways, by J. M. Lely.
Hodgins—Dominion and Provincial Legislation, 1887-1895.
Holmsted and Langton—Ontario Judicature Act.
Holmstead and Langton—Forms and Precedents.
Holt—Canadian Railway Law.
Hopkins—The Law of Personal Injuries.
Hudson—Compensation, 2 vols.
Hutchinson's Carriers, 3 vols., 3rd Ed., 1906.
Hutchinson on Carriers, 2nd Ed., Mechem, 1891.

Illinois Railroad and Warehouse Commission, Annual Report, 1905, 1906, 1908, 1909.
Illinois Railroad and Warehouse Commission, Special Report, 1902, 1906, 1 vol.
Imperial Statutes, 1876.
Index to Cases Reported in Ontario Law Reports, 1905, 1911.
Index to Dominion and Provincial Statutes (to 1902)—Stewart.
Index to Dominion and Provincial Statutes (to 1909).
Index to Law Times Reports, vols. 91 to 100.
Index to Quebec Official Reports.
Index to the Railway Acts of Canada, 1898—Vaughan.
Indiana—Annual Report Railroad Commission, 1910.
Interstate Commerce Commission Reports, 5 vols.
Interstate Commerce Reports, 21 vols.
Jevons—The State in Relation to Labour.
Johnson—American Railway Transportation.
Johnson and Huebner—Railroad Traffic and Rates, 2 vols.
Johnson—Ocean and Inland Water Transportation.
Jones—Telegraph and Telephone Companies (1906).
Joyce—Electric Law.
Judson—Interstate Commerce.
Kant's Index to Cases Judiciously Noticed in the Law Reports.
Keasbey—Electric Ways, 2nd Ed., 1900.
Kerr—Injunctions, 4th Ed., 1903.
Kirkman—The Science of Railways, 12 vols.
Lafleur—Conflict of Laws.
Langelier—Cours de Droit Civil, 6 vols.
Langelier—De la Preuve.
Langstroth and Stiltz—Railway Co-operation.
Larombiere, 5 vols.
Latimer—Railway Signalling in Theory and Practice.
Laurent—Droit Civil, 33 vols.; Supplement, 8 vols.
Law Times Reports, 104 vols.
Legal news, 20 vols.
Lefroy's Legislative Power in Canada.
Leggett—Bills of Lading.
Lewis—Eminent Domain, 2 vols.
Lewis' Sutherland—Statutory Construction, 2 vols.
Lousiana Railroad Commission Annual Report, 1905, 1911.
Lovell's Compendium, 1907-8.
Lovell's Gozetteer of the Dominion of Canada.
Lower Canada Jurists, vols. 1-34.
Lower Canada Reports, 17 vols.
MacMillan, H. R. and G. A. Gutches—Forest Products of Canada.
MacMurchy and Denison—Railway Law of Canada.
MacNamara—Law of Carriers.
Maine—Commissioner of Highways Annual Report, 1909.
Manitoba Law Reports, 21 vols.
Manitoba Reports, Temp, Wood, 2 vols.
Manitoba Statutes, 1871 to 1911.
Manitoba Statutes, Revised, 1891, 2 vols.; 1902, 1 vol.
Mann—Massachusetts Railroad and Railway Laws, 1908.
Marriott—Fixing of Rates and Fares.
Maryland—Annual Report Bureau Statistics and Information, 1910.
Massachusetts Board of Railroad Commissioners' Report, 1871-1875.

Massachusetts Railroad Commissioners' Annual Report, 1905, 1911.
Masters—Supreme Court Practice.
Mathieu, M.—Code Civil de la Province de Quebec.
Maxwell on Statutes.
Mayne on Damages.
McDermot—Railways.
McLean, S. J.—Georgian Bay Canal.
McPherson and Clarke—Law on Mines.
McPherson—Railroad Freight Rates in Relation to the Industry and Commerce of the United States.
McPherson—The Working of Railroads.
Merritt—Federal Regulation of Railway Rates.
Mews' Digest English Case Law, 16 vols.; Annual Supplements, 1898-1911.
Meyer—British State Telegraphs.
Meyer—Government Regulation of Railway Rates.
Meyer—Municipal Ownership in Great Britain.
Meyer—Public Ownership and the Telephone in Great Britain.
Meyer—Railway Legislation in the United States.
Michigan—Annual Report of the Commissioner of Railroads, 1904-9.
Michigan—Railroad Laws, 1905-7
Mills—Our Island Seas, their Shipping and Commerce for Three Centuries.
Mignault—8 vols.
Minnesota—Annual Report of the Railroad and Warehouse Commission, 1891-97; 1899-1910.
Mississippi—Report of the Railroad Commissioners, 1903-9.
Missouri—Report of the Railroad and Warehouse Commissioners, 1904-5, 1910.
Montreal Directory, 1909-1912.
Montreal Law Reports, S. C., 7 vols.; Q. B., 7 vols., Digest by Saint Cyr.
Montreal Street Railway Company Annual Report, 1909.
Moore on Carriers.
Morris—Railroad Administration.
Murray's English Dictionary, 7 vols.
Nebraska Annual Report Railway Commission, 1910.
Nebraska—State Railway Commission—Laws Relating to Railroads and other Common Carriers.
Nellis—Street Railroad Accident Law.
Nellis—Street Service Railroads.
Nelson—The Anatomy of Railroad Reports.
Nelson—Interstate Commerce Commission.
New Brunswick Equity Reports, 3 vols.
New Brunswick Reports, 39 vols.
New Brunswick Statutes, 1867-1911; Consolidated Statutes, 1877, 1 vol.; 1903, 2 vols.
Newcombe—Railway Economics.
Newcombe—Work of the Interstate Commerce Commission.
New Jersey—Report of the Board of Railroad Commissioners, 1907, 1909.
New Jersey—Report of the Board of Public Utility Commissioners, 1910-11.
New York—Report of the Railroad Commissioners, 1902 and 1903, 1905-6.
New York—Report of the Public Service Commission, First District, 1910-12.
New York—Report of the Public Service Commission, Second District, 1908-11.
Northwest Territories Ordinances, 1878 to 1905. Consolidated Ordinances, 1908. General Ordinances, 1905.
Nouveau Dictionaire-Anglais-Francais-Francais-Anglais.
Nova Scotia Judicature Act, 1900.

Nova Scotia Reports, 44 vols.
Nova Scotia Reports, Young's Admiralty, 1 vol.
Nova Scotia Statutes, 1865-1911. Revised Statutes, 4th Series, 1871. 5th Series, 1884, 1900, 2 vols.
Noyes—American Railroad Rates.
Nutt, D.—Technological Dictionary, French, German, English.
O'Brien's Conveyancer.
Official Postal Guide of Canada, 1904-1906.
Oklahoma—Report of the Corporation Commission, 1908.
Ontario Case Law Digest, 5 vols; Supplement, 1 vol.
Ontario Gazetteer and Business Directory, 1910-11.
Ontario Railway Digest.
Ontario Report Railway and Municipal Board, 1908-9.
Ontario and Upper Canada Reports, Complete Set up to Ontario Law Reports, 1911, 24 vols.
Ontario Statutes, 1867 to 1911. Revised Statutes, 1877, 2 vols.; 1887, 2 vols.; 1897, 3 vols. Statutes of the Province of Canada and Dominion of Canada affecting Ontario, 1877.
Oregon—Report of Railroad Commission, 1909-10.
Ottawa Directory, 1908-1911.
Oxley's Light Railways, 2 vols.
Paine—The Law of Bailments.
Paish—The British Railway Position.
Parsons—The Heart of the Railroad Problem.
Parsons—Railway Companies and Passengers.
Patterson—Railway Accident Law.
Pease—The Freight Transportation of Trolley Lines.
Pennsylvania—Report, State Railroad Commission, 1909-1910.
Pierce—Digest of Decisions under Act to Regulate Commerce, 1887-1908.
Piggott's Imperial Statutes, 2 vols., to 1903.
Pollock—Bill of Lading Exceptions.
Poor's Manual of Railroads, 1905-1911.
Postal Guide of Canada (Official), 1904-1906.
Pratt—American Railways.
Pratt—Canals and Traders.
Pratt—German versus English Railways.
Pratt and MacKenzie—Highways.
Pratt—Railways and their Rates.
Prentice—Federal Powers over Carriers and Corporations.
Prince Edward Island Reports, 2 vols.
Prince Edward Island Statutes, 1867 to 1911.
Quebec Statutes, 1868 to 1911. Revised Statutes, 1888, 2 vols.; Supplement, 1889; Statuts de Quebec, 1866-1911; Statuts Refondus de la Province de Quebec, 1888, 2 vols.; Complement des Status de Quebec, 1888.
Railway Digest Ontario Case Law.
Railway Statistics of Canada, 1905-1910.
Railway Statistics of the United States, 1888-1909.
Railways and Canals Report, 1902-1905.
Railways in the United States, 2 vols., 1902.
Ramsay and Morin Reports.
Rapalje and Mack's Digest of Railway Law, 8 vols.
Rapports Judiciaires Officiels de Quebec, C.B.R., 19 vols.; C.S., 40 vols.
Ray—Negligence of Imposed Duties—Passenger Carriers.
Ray—Negligence of Imposed Duties—Freight Carriers.

Redfield—The Law of Railways.
Redmon—Arbitration and Awards.
Redman—Law of Railway Carriers.
Reese on Ultra Vires.
Revue de Jurisprudence, 17 vols.
Revue Legale, Old Series, 22 vols. New Series, 17 vols.
Richards—Conservation of Men.
Richardson and Hook—American Street Railway Decisions.
Richards and Soper—Compensation.
Ripley—The Railroads and the People.
Ripley—Railway Problems.
Robertson—Tramways.
Robinson and Joseph's Law and Equity Digest.
Roscoe's Nisi Prius.
Ross—British Railways.
Rover—Railroads.
Russell—Arbitration.
Russell and Bayley—Indian Railways Act, 1890.
Russell's Equity Decisions of Nova Scotia.
Saskatchewan Reports.
Saskatchewan Statutes, 1906-1911. Revised Statutes, 1909.
Scott—Automatic Block Signals.
Scott—Law of Telegraphs.
Schouler—Bailments and Carriers.
Scrutton—Charter parties and Bills of Lading.
Seton on Decrees, 3 vols.
Shaughnessy—Before the Interstate Commerce Commission—Long and Short Haul Provisions.
Sirey—Code Civil, 3 vols.
Smith—Organization of Ocean Commerce.
Snyder—American Railways as Investments.
Snyder—Annotated Interstate Commerce Act and Federal Anti-Trust Laws.
Sourdat—2 vols.
South Carolina—Annual Report of the Railroad Commission, 1908, 1910.
Stephen—Digest of Highway Cases.
Stevens' Digest New Brunswick Reports.
Stevens' Quebec Digest.
Stickney—The Railway Problem.
Streets' Foundation of Legal Liability.
Street Railway Reports, 2 vols.
Stroud's Judicial Dictionary, 3 vols.
Suffern & Son—Railroad Operating Costs.
Supreme Court of Canada Reports, 45 vols.
Sutherland on Damages, 4 vols.
Talbot and Fort's English Citations, 1865-1890.
Taschereau—The Criminal Code, 1893.
Taschereau's Thèse du Cas Fortuit.
Taylor on Evidence, 2 vols.
Territories Law Reports, 5 vols.
Texas—Report of the Railroad Commission, 1905-1910.
Le Themis, 5 vols.
Theoret—Code de Procedure Civile, Montreal.
Theoret—Catalogue of Law Books published in Canada, Great Britain, France, and United States.

Thompson—Law of Electricity.
Thornton—Railroad Fences and Private Crossings.
Tiedeman—Municipal Corporations in the United States.
Toronto Directory, 1906-1912.
United States Supreme Court Reports, Law Ed., 55 books, including vols. 1 to 221
Van Zile—Bailments and Carriers.
Vermont—Report Public Service Commission, 1910.
Vermont—Public Service Laws, 1908-1910.
Virginia—Report of the State Corporation Commission, 1905-1911.
Waghorn—Traders and Railways.
Webb's Economics of Railroad Construction.
Webster's Collegiate Dictionary.
Weir's Assessment Law, Canada.
Weld—Private Freight Cars and American Railways.
Wellington—The Economic Theory of Railways.
Wellington—Economical Theory of Railway Location.
Weyl—Passenger Traffic of Railways.
Whitaker's Alamanac, 1904.
Wigmore on Evidence, 5 vols.
Wilson—Mechanical Railway Signalling.
Wilson—Power Railway Signalling.
Wilson—Safety of British Railways.
Wisconsin—Report of the Railroad Commission, 1906-1909.
Wood—Railway Law, 3 vols.
Woodfall—Railway and Canal Traffic.
Words and Phrases Judicially Defined, 8 vols.
Yorke—Report on a visit to America.
Yukon Territory Ordinances, 1903-1911. Consolidated Ordinances, 1902.

APPENDIX J.

STATEMENT Showing Applications Made to the Board under the Various Sections of the Railway Act, for the Year ending March 31, 1912.

Rescinding of Orders	Section 29	20
Rules and Regulations	Sections 30-307-313-269	2
Extension of Time	Section 50	7
Location of Line	Sections 157-168	151
Route Map	Section 157	62
Correction of Plans	Section 162	13
Railway as Constructed	Section 164	31
Deviation of Line	Section 167	132
Expropriation of Lands	Sections 172-191	40
Appeals to Supreme Court		6
Branch Lines of Railway	Sections 221-226	376
Railway Crossings and Junctions	Sections 227-229	325
Interlocking Appliances	Section 227	22
Highway Crossings	Sections 235-243	1,638
Highway Diversions	Section 237	71
Protection at Crossings	Section 243	146
Telegraph and Telephone Lines	Section 244	2
Telegraph and Telephone Connections	Section 245	3
Telegraph Wire Crossings	Section 246	2
Telephone Wire Crossings	Section 246	36
Power Wire Crossings	Section 246	136
Telephone Agreements	Section 248	10
Water Pipes	Section 250	54
Gas Pipes	Section 250	15
Sewers	Section 250	51
Culverts	Section 250	11
Farm Crossings	Sections 252-253	24
Protection at Farm Crossings	Sections 252-253	3
Cattleguards	Sections 254-255	3
Fencing of Right of Way	Section 254	46
Construction, Navigable Waters	Sections 230-234	7
Interlocking at Bridges	Section 273	2
Bridges	Sections 256-257	515
Tunnels	Sections 256-257	7
Stations	Section 258	348
Condition of Stations	Section 258	2
Station Accommodation and Agents		44
Condition of Round Houses		6
Opening of Railway	Section 261	88
Condition of Railway	Section 262	41
Rolling Stock	Sections 264-268	11
Train Service		23
Obstruction to Traffic	Section 279	4
Accommodation for Traffic	Section 284	12
Accident Reports	Sections 292-293	33
By-Laws, *re* Tolls	Section 314	35
Interswitching	Sections 317-334	13
Freight Classification	Section 321	9
Forms of Tariffs	Sections 332-339	26
Standard Freight Tariffs	Section 327	7
Standard Passenger Tariffs	Section 331	2
Local Freight Tariffs		2
International Rates		1
Adjustment in Rates		15
Special Tariffs	Sections 328-332	7
Provisions for Carriage	Sections 340-342	8
Discrimination in Express Rates	Section 348	3
Express Tolls	Sections 343-354	4
Carriage by Express	Section 352	79
Telephone Tolls	Sections 355-360	5
Amalgamation Agreements	Sections 361-363	3
Traffic Agreement	Section 364	1
Enquiries		420
Requests		115
Complaints		787
Miscellaneous		217
General Orders		18
		6,358

APPENDIX K.

List of Cases appealed to the Supreme Court since February 1, 1904, to March 31, 1912.

1. File 1114. Montreal Terminal Railway vs. Montreal Street Railway. Pius IX. Avenue crossing. Appeal from order of the Deputy Chief Commissioner and Commissioner Mills on question of jurisdiction. Appeal allowed.

2. File 1492. James Bay Railway vs. Grand Trunk Railway crossing Belt Line spur. Appeal to the Supreme Court on question of law. Appeal dismissed.

3. File 383. Canada Atlantic Railway, Ottawa Electric Railway and City of Ottawa *re* Bank Street subway. Appeal of the Ottawa Electric Railway on question of law. Appeal dismissed.

4. File 588. *Re* Toronto Union Station, A. R. Williams expropriation. Appeal to the Supreme Court and then to the Privy Council, England, on question of jurisdiction. Appeal dismissed.

5. File 1604, Case 1309. Robinson vs. Grand Trunk Railway two-cent rate. Appeal to the Supreme Court and then to the Privy Council, on question of law. Appeal dismissed.

6. File 689. Canadian Pacific Railway vs. Grand Trunk Railway *re* branch line, London, Ont. Grand Trunk Railway Company appeal to Supreme Court on question of jurisdiction. Appeal dismissed.

7. Case 1680. Essex Terminal and W. E. and L.S.R.R. Co. crossing, Township of Sandwich. Appeal by the Essex Terminal Railway to the Supreme Court on question of law. Appeal dismissed.

8. File 1497. T. D. Robinson and Canadian Northern Railway spur at Winnipeg. Appeal to the Supreme Court by the Canadian Northern Railway Company on question of jurisdiction. Appeal dismissed.

9. File 9527. Montreal Street Railway *re* rates Montreal Royal ward. Appeal by the Montreal Street Railway to the Supreme Court of Canada on question of jurisdiction. Appeal allowed.

10. File 8644. Case 4719. *Re* Agriculture Department, province of Ontario and Grand Trunk Railway Company, station at Vineland. Appeal to the Supreme Court of Canada by the Railway Company on question of jurisdiction. Appeal dismissed.

11. Case 3322. *Re* Toronto Viaduct. Appeal to the Supreme Court by the Canadian Pacific Railway Company on question of law. Appeal dismissed.

12. Case 4813. Re Fencing and Cattle Guards. Order No. 7473. Appeal to the Supreme Court by the Canadian Northern Railway Company on question of jurisdiction. Appeal allowed in part

13. File 9351. Case 4492. City of Toronto and Grand Trunk and Canadian Pacific Railway Companies re commutation tickets. Stated case to the Supreme Court by City of Toronto on question of law.

14. File 5999. Case 2545. *Re* City of Ottawa and County of Carleton, Richmond Road Viaduct. Appeal by County of Carleton on question of jurisdiction. Appeal dismissed.

15. File 13079. Grand Trunk Railway and Canadian Northern Ontario Railway spur, township of Scarboro. Appeal to the Supreme Court by Grand Trunk Railway Company on question of jurisdiction. Appeal dismissed.

16. File 7529. Case 3269. Grand Trunk Railway and British American Oil Company. Oil rate. Appeal to the Supreme Court by Grand Trunk Railway Company on question of law. Stands for judgment.

17. File 1519. Grand Trunk Pacific Railway and Fort William *re* location. Appeal by Grand Trunk Pacific to the Supreme Court of Canada, on question of jurisdiction. Stands for judgment.

18. File 11965. Niagara, St. Catharines and Toronto Railway and Davy. Appeal to the Supreme Court by the Niagara, St. Catharines and Toronto Railway Company on question of jurisdiction. Appeal allowed

19. File 9527. Montreal Street Railway *re* rates Mount Royal Ward. Appeal by the Montreal Park and Island Railway Company, to the Supreme Court of Canada on the question of jurisdiction. Appeal allowed.

20. File 10912. Application of the Canadian Northern Railway Company, under section 237 of the Railway Act to cross certain streets in the City of Prince Albert, Sask., and Charles Macdonald. Not yet heard.

21. File 16580. Clover Bar Coal Co., Ltd., and Wm. Humberstone, the Grand Trunk Pacific Railway Company and the Clover Bar Sand and Gravel Company. Not yet heard.

22. File 12682. Regina Rate Case. Not yet heard.

23. File 1487. Application of E. B. Chambers and W. R. G. Phair in connection with Order of the Board No. 544, dated July 13, 1905, *re* C.P.R. location Molson, St. Boniface branch. Leave to appeal granted.

24. File 17963. Application of the Grand Trunk Pacific Railway Company for leave to appeal from judgment of the Board in regard to complaint of E. A. Purcell, of Saskatoon, Sask. Appeal dismissed with costs, judgment being confined to the particular circumstances at Saskatoon.

25. File 7529. Case 3269. Application of the Canadian Pacific Railway Company for leave to appeal from judgment of the Board on question of law in regard to British American Oil case. Appeal dismissed with costs.

26. File 7529. Case 3269. Application of the Canadian Pacific Railway Company for leave to appeal from judgment of the Board on question of jurisdiction of the Board in regard to British American Oil case. Appeal dismissed with costs.

27. Files 15330 and 15330·1. Application of the Grand Trunk and Canadian Pacific Railway Companies for leave to appeal upon the question of jurisdiction of the Board, in regard to Order dated May 16, 1911, *re* Canadian Oil Co. Appeal dismissed with costs.

List of cases appealed to the Governor in Council from February 1, 1904, to March 31, 1911.

1. File 399. Bay of Quinté Railway, crossing Canadian Pacific Railway at Tweed. Appeal to the Governor in Council by the Bay of Quinté Railway. Order of the Board set aside and former order of the Railway Committee confirmed.

2. File 1455. James Bay Railway vs. Grand Trunk Railway crossing near Beaverton. James Bay Railway Company appeal to the Governor in Council. Appeal dismissed.

3. File 1780. *Re* Chatham Street crossings. Grand Trunk Railway Company. Appeal by Grand Trunk Railway to the Governor in Council. Appeal dismissed.

4. File 12992. *Re* Maniwaki branch of C.P.R. starting of trains from Ottawa.

GENERAL ORDER No. 1.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Meeting at Ottawa.

THURSDAY, the 25th day of January, A.D. 1906.

PRESENT:

A. C. KILLAM, *Chief Commissioner.*
Hon. M. E. BERNIER, *LL.D., Deputy Chief Commissioner.*
JAMES MILLS, M.A., LL.D., *Commissioner.*

Whereas numerous complaints have been made to the Board of Railway Commissioners for Canada with respect to the charges made by railway companies for delay in the loading and unloading of cars, and the rules regulating the same;

And whereas it appears to the Board that all such charges and rules should be disallowed, and that, in cases in which railway cars are, or are to be, loaded or unloaded by shippers or consignees, railway companies should be authorized, subject to the rules hereinafter contained, and by way of compensation for unduly prolonged detention and use of cars and use of tracks, to increase, as hereinafter specified, their tolls upon traffic carried or to be carried in carloads, or at carload rates;

And whereas it appears to the Board to be important, in the public interest, to secure the fullest possible use of railway cars, tracks, and equipment, and for that object to discourage the delay aforesaid;

Now, therefore, in pursuance of sections 23, 25, 257 and 275 of the Railway Act, 1903, and of all powers possessed by the Board under the said Act—

IT IS ORDERED THAT:—

1. Except as mentioned in proviso to paragraph numbered 4 of this order, all tolls or charges heretofore charged or imposed by any railway company for delay in, or additional time used in, the loading or unloading of cars, whether under the name of Demurrage, Car Rental, or Car Service, or otherwise, and all rules regulating the same be and the same are hereby abolished and disallowed; and all railway companies subject to the jurisdiction of the Board shall henceforth cease to impose and use the same.

2. Except as mentioned in the proviso to paragraph numbered 4 of this order, every portion of any freight tariff, or bill of lading, of any railway company providing for a charge for delay in the loading or unloading of cars, or for demurrage, car rental, or car service, be and the same is hereby disallowed, and that the following tolls and rules be and the same are hereby substituted for such charges, and for the rules regulating such charges.

3. The railway companies be and they are hereby authorized to cancel the aforesaid portions of their existing freight tariffs, and to substitute the tolls and rules hereinafter specified, by the publication and filing of general notices in lieu of individual supplements to the various tariffs.

4. This order, and the rules hereinafter set forth, shall come into force and take effect on and from the first day of March, A.D. 1906; provided that nothing in this order, or in the rules hereinafter set forth, shall be deemed to apply to or affect the loading of cars delivered, or placed, for loading prior to the coming into force of this order, or to the freight delivered to a railway company for carriage before the coming into force of this order.

5. All freight traffic, in carloads or less, which is or is to be, loaded or unloaded by the shippers or consignees thereof, shall be subject to the following rules, to be known as 'The Canadian Car Service Rules':—

Rule 1.—When cars are held under load, or awaiting loads, beyond the free time allowed by Rule 2, for any reason for which the consignee or shipper is responsible, a toll of one dollar per car, per day of twenty-four hours, or any part thereof, shall be charged to, and paid by, the shipper, consignee, or other party responsible therefor, in addition to all other tolls paid, or payable, in respect of the goods carried, or to be carried, in or on such car.

Rule 2.—Twenty-four hours shall be allowed the consignee, after notice of arrival, in which to pay the tolls or charges (if any), and give orders for special placing or delivery; (subject to Rules 11 and 15).

Forty-eight hours free time shall be allowed for loading or unloading (except as hereinafter provided). On cars placed for loading, or unloading, before or at 11 o'clock a.m., the free time shall begin at 1 p.m. following; if placed after 11 o'clock a.m., the free time shall begin at 7 o'clock a.m. following.

Exceptions.—(*a*) Twenty-four hours additional free time shall be allowed for unloading coal, coke, and lime, in bulk, and for loading or unloading the following descriptions of lumber only, namely: boards, deals, and scantlings.

(*b*) Five days free time shall be allowed at Montreal, and at tide-water ports, for unloading lumber and hay for export.

(*c*) In the portion of Canada to which the Manitoba Grain Act, 1900, and its amendments, apply, only twenty-four hours free time shall be allowed for loading grain.

(*d*) Twenty-four hours additional free time shall be allowed for clearance of customs, where the destination is a port of entry, making the allowance for clearance of customs, and for giving, placing or delivery orders, forty-eight hours in all.

Where the destination is not a port of entry, forty-eight hours shall be allowed for clearance of customs at the outside port of entry.

Rule 3.—No car service toll shall be charged for Sundays or legal holidays.

Rule 4.—Car service tolls shall not be collected from the consignee for any delays for which the customs officials may be responsible.

Rule 5.—Cars shall be so placed as to be easily accessible at all times during the period allowed for loading or unloading. At stations where such placing is at hte time reasonably practicable, cars shall be placed so as to be easily accessible on both sides. Time lost to the shipper or consignee through interruption, either by movement of trains, or shunting of cars, or any other cause for which the railway company is, or may be held to be, responsible, shall be added to the free time allowance.

Rule 6.—If wet or inclement weather, according to local conditions, renders loading or unloading impracticable during business hours, or expose the goods to damage, the time allowance shall be extended so as to give the full free time of suitable weather. But if the parties neglect or fail to avail themselves of the first forty-eight hours, or seventy-two hours, as the case may be, of suitable weather, they shall not be allowed additional free time by reason of such neglect.

Rule 7.—When, owing to condition for which the railway company, or connecting railway companies, is or are responsible, or to any neglect or default of its or their agents or employees, or to storms or floods, or to accidents on a railway, or accident to the equipment of the railway company or companies, cars are tendered to the consignee in numbers beyond his ascertained reasonable ability to unload within the authorized free time, such additional time shall be allowed as may be necessary, with the exercise of due and reasonable diligence on the part of the consignee, to unload the cars so in excess.

Rule 8.—The consignee shall be promptly notified of the arrival of his freight, and shall be held to have been notified when notice of arrival has been delivered at

his address, or place of business; provided that, if such notice be given later than 6 o'clock p.m., it shall be considered not to have been received until 7 o'clock the following morning. If notice be mailed, the consignee shall be held to have been notified at 7 o'clock a.m. of the day following.

Rule 9.—If the consignee fail to give placing or delivery orders within the twenty-four hours allowed by Rule 2, the car shall be considered to be intended for public team track delivery and shall be placed accordingly; and, if not unloaded within the free time, such car shall be subject to the car service toll.

Rule 10.—The railway agent shall notify the consignee or his carter, on application, where his car has been placed for unloading. Any time within the free time allowance lost to the consignee in so doing, for which the railway company is responsible, shall be added to the free time allowance.

If a car has been placed before 7 o'clock a.m., and at that hour the agent or his representative is unable or fails to inform the consignee or his representative, on application, as to the placing of the car and where it has been placed, then the free time shall not commence until 12 o'clock noon following, unless the consignee commences to unload before noon, in which case the time so lost to the consignee shall be added to the free time allowance as aforesaid.

Rule 11.—Freight for which the railway company holds previous or standing orders from consignee for placing on designated tracks or private sidings, shall not be entitled to the extra twenty-four hours allowed by Rule 2 for paying freight charges and giving placing or delivery orders, but when in bond shall be entitled to the twenty-four hours allowed by Rule 2 (*d*) for clearance of customs.

Rule 12.—When both cars and tracks are owned by the same private party, no car service tolls shall be charged.

Rule 13.—The delivery of cars to private tracks shall be considered to have been made when such cars have been properly placed on the tracks designated, or when they would have been so placed but for some condition for which the shipper or consignee is responsible. If cars cannot be so placed, the railway company holding them shall so notify the consignee, in order that he may have the opportunity of designating some other siding on which he is willing to load or unload, if he so desires.

Rule 14.—If, after placing, cars are ordered to another siding on the same road, at the same station, to complete loading or unloading by the same shipper or consignee, the free time shall be computed from the original placing, less the time occupied in replacing the car.

Rue 15.—If, after arrival at destination, a car is reconsigned under switching arrangements, the original consignee alone shall have twenty-four hours in which to give orders for special placing or delivery; and he shall pay one dollar per day, or any part thereof, for all time in excess of the twenty-four hours, so that the final free time of forty-eight hours, or seventy-two hours, as the case may be (authorized by Rule 2), shall still remain to the party who accepts delivery.

Rule 16.—If an authorized employee upon a railway which performs switching services gives notice that such railway is unable to receive cars for private sidings, owing to conditions for which the shippers or consignees are responsible, then any other railway company having cars for such consignees shall so advise them, and the car service toll shall be charged until the cars on such private sidings have been unloaded or loaded, as the case may be, or until such sidings have been otherwise cleared.

Rule 17.—Cars held in transit for inspection, grading, cleaning, bagging, completion or change of load, or change of destination, under a through rate from the original shipping point to the final destination, with or without a stop-over charge, and detained over the time allowed for such purpose in the published tariffs, shall be subject to the car service toll. If such shipments are transferred to other cars, the car service tolls shall follow on the cars to which transfer is made.

Rule 18.—Manufacturers, lumbermen, miners, contractors, or others who have their own tracks and motive power, and handle cars for themselves or other parties, shall be charged car service tolls on all cars delivered to them from the time placed upon the interchange tracks until returned thereto, after allowance has been made for the time necessary for them to do the switching (not to exceed twenty-four hours), and for the free time authorized by Rule 2.

Rule 19.—Cars shall not be held back for the purpose of evading these rules. Loaded cars held back for cause must be reported.

Rule 20.—When cars are delayed or refused by consignees because of alleged incorrectness in the railway weights or charges, car service tolls shall not be charged if the railway weights or charges are proved to be incorrect.

Rule 21.—If payment of car service tolls properly due be refused, delivery of only the car or cars on which such car service tolls are due shall be withheld, by means of sealing or locking, or by placing where such cars only shall not be accessible.

If the owners or users of private sidings, or the owners of railways referred to in Rule 18, refuse to pay any car service tolls which may already be due, delivery of cars to such sidings or railways shall be suspended, and deliveries shall be made on the public team tracks until such unsettled car service tolls have been paid.

Rule 22.—In this order, and the rules therein contained:—

(*a*) The singular includes the plural, and the plural the singular, and the masculine the feminine, as the case may be;

(*b*) Any reference to a rule by number is to be considered as a reference to that one of the foregoing rules which is so numbered;

(*c*) The expression 'car service toll' means the additional or increased toll authorized by Rule 1.

A. C. KILLAM,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 2.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Meeting at Ottawa.

THURSDAY, the 29th day of November, A.D. 1906.

PRESENT:

A. C. KILLAM, *Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*

Whereas, under the provisions of section 236 of the Railway Act, 1903, the Board may appoint such person or persons as it thinks fit to inquire into all matters and things which it deems likely to cause or prevent accidents, and the causes of, and the circumstances connected with, any accident or casualty to life or property occurring on any railway, and into all particulars relating thereto, the person or persons so appointed to report fully, in writing, to the Board, his or their doings and opinions on the matters respecting which he or they are appointed to inquire;

And whereas application has been made on behalf of the railway companies for a declaration by the Board that the report or reports of the person or persons so appointed to inquire into and report upon any such accident or casualty, as aforesaid, be treated as privileged, not open to the inspection of the public generally, nor copies given to applicants therefor;

Upon hearing what was alleged, and reading what has been filed in support of the application—

THE BOARD DOTH ORDER:

That the report or reports of any person or persons appointed by the Board to inquire into and report upon any accident or casualty occurring on any railway, as provided by section 236 of the Railway Act, 1903, be, and the same is and are hereby, declared to be privileged, and shall only be made public or given out upon application therefor by Order of the Board.

(Signed) A. C. KILLAM,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 3.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Meeting at Ottawa.

WEDNESDAY, the 3rd day of July, A.D. 1907.

PRESENT:

A. C. KILLAM, *Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN PURSUANCE OF:

The powers conferred upon it by sections 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf:

The Board doth order and direct as follows:—

1. That every railway company subject to the legislative authority of the Parliament of Canada operating a railway by steam power, equip within the time hereinafter mentioned, each of its passenger coaches with two fire extinguishers, to be placed one at each end of the car—at the end of the hallways, with framed and printed notices of instruction as to the proper method of using the same in case of fire, as follows:—

(*a*) In cars to be constructed in future for use on their said railways, before they are so used;

(*b*) In cars under construction or in shops undergoing repairs, within six months from the date of this order;

(*c*) In cars at present in use on their respective railways within eighteen months from the date of this order.

The said fire extinguishers to be such as shall be approved by the Board, diagrams and descriptions of which will be furnished by the railway companies respectively.

2. That every railway company have the said fire extinguishers inspected and re-charged once in every three months; cause records of such inspections to be kept by the foreman in charge of the passenger coaches at the different terminals where inspections are made; and see that copies of such records, certified by such foreman, are regularly forwarded to the Board.

3. That every such railway company be liable to a penalty of a sum not exceeding twenty-five dollars for every failure to comply with the foregoing regulations within the time for their coming into force and thereafter.

(Signed) A. C. KILLAM,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 4.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Meeting at OTTAWA, Wednesday, 3rd day of July, A.D. 1907.

PRESENT:

A. C. KILLAM, *Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN PURSUANCE OF

The powers conferred upon it by sections 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf:

THE BOARD DOTH ORDER AND DIRECT AS FOLLOWS:—

That every railway company subject to the legislative authority of the Parliament of Canada, operating by steam power any railway or railways, any part or parts of which is or are constructed of or upon wooden trestles, shall during the months of May, June, July, August and September in each year, for the purpose of protecting such trestles from fire, place and keep upon every portion of its said railway or railways, where such trestles exist, watchmen to the extent hereinafter required, and cause such watchmen to inspect every such trestle as soon as possible after the passage of a train or locomotive over the same; Provided that this clause shall not require any such watchmen to discontinue the following of one train to and over any other wooden trestle on his division in the direction in which such train is going.

2. That, where a track bicycle is provided for his use, one watchman may be appointed for and have charge of a distance of five miles along the railway for the purposes aforesaid; but where no such bicycle is provided, a watchman shall not be appointed for and have charge of more than a distance of two and one-half miles along the railway.

3. That every such railway company supply each of such watchmen and keep him supplied with two pails, and keep the same in good condition and fit for holding water.

4. That each such company place and maintain at each end of every such trestle a barrel of the capacity of not less than forty-five gallons; and that, on every trestle of over two hundred feet in length, every such company place and maintain barrels of similar capacity at distances of not more than one hundred feet apart; Provided that pile trestles crossing waterways shall not be required to be furnished with any such barrels.

5. That every such company maintain and keep every such barrel in good repair and in good condition for holding water, and cause such barrels to be kept full of water, except so far as the water shall be reasonably and properly used for the protection of the trestle, or as it may be lowered by natural causes; Provided that, as often as the surface of the water shall be lowered in any such barrel to the extent of fifteen inches from the top of the barrel, such company cause the barrel to be forthwith refilled with water.

6. That every railway company remove and keep clear from dead grass and brush the whole width of its right of way under and along every such trestle.

7. That every such watchman, from time to time when any such trestle is injured by a fire, as soon as possible report the same to the roadmaster on whose division he is working; that in the event of any such barrel or pail not being in good and efficient condition for the holding of water, every such watchman having charge of the same, as soon as possible, report such condition to the said roadmaster; that whenever the

height of the water in any such barrel is lowered to the extent of fifteen inches from the top of the barrel, every such watchman as soon as possible, report the same to the said roadmaster.

8. That every such railway company failing or neglecting to comply with any of the foregoing regulations be subject to a penalty of fifty dollars.

9. That every watchman failing or neglecting to make inspection of any such trestle in accordance with the foregoing regulations, or failing or neglecting to make any of the reports hereinbefore required of him when and as so required, be subject to a penalty of twenty dollars for each such failure or neglect.

(Signed) A. C. KILLAM,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 5.

Order No. 3245.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Meeting at Ottawa.

THURSDAY, the 4th day of July, A.D. 1907.

PRESENT:

A. C. KILLAM, *Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN PURSUANCE OF

The powers conferred upon it by sections 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf:

THE BOARD DOTH ORDER AND DIRECT AS FOLLOWS:—

1. Every railway company subject to the legislative authority of the Parliament of Canada operating any railway by steam power shall cause every locomotive engine used on the railway, or portion of railway operated by it, to be fitted and kept fitted with netting mesh as hereinafter mentioned, namely:

(*a*) On every engine equipped with an extension smoke box, the mesh to be not larger than 2½ x 2½ per inch of No. 10 Birmingham wire gauge, and to be placed in the smoke box so as to extend completely over the aperture through which the smoke ascends—the openings of the said mesh not to exceed a quarter of an inch and one sixty-fourth of an inch to the square inch.

(*b*) On every engine equipped with a diamond stack the mesh to be not more than 3 x 3 per inch of No. 10 Birmingham wire gauge, and to be placed across the top of the stack so as completely to cover the same, the openings of the said mesh not to exceed three-sixteenths of an inch and one sixth-fourth of an inch to the square inch.

2. Every railway company subject to the legislative authority of the Parliament of Canada operating any railway by steam power shall cause:

(*a*) The openings at the back of the ashpans on every locomotive engine used on the railway, or portion of railway operated by it, to be covered, when practicable, with heavy sheet iron dampers; or, if not practicable, with screen netting dampers 2½ x 2½ per inch of No. 10 Birmingham wire gauge,—such dampers to be fastened either by a heavy spring or a split cotter and pins.

(*b*) Overflow pipes from the injectors to be put into the front and back part of the ashpans and used during the months of April, May, June, July, August, September and October.

3. Every railway company subject to the legislative authority of the Parliament of Canada shall provide inspectors at terminals where its locomotive engines are housed and repaired: and cause them, in addition to the duties to which they may be assigned by the officials of the railway companies in charge of such terminals:

(1) To examine, at least once in every week.

(*a*) The nettings;

(*b*) Dead plates;

(*c*) Ashpans;

(*d*) Dampers;

(*e*) Slides, and

(*f*) Any other fire protective appliance or appliances used on any and all engines running into the said terminals.

(2) To keep a record of every such inspection in a book to be furnished by the railway company for the purpose, showing:

(*a*) The number of the engines inspected;

(*b*) The date of such inspection; and

(*c*) The condition of the said fire protective arrangements and appliances.

4. No employee of any such railway company shall:

(*a*) Do, or in any way cause damage to the netting on the engine smoke-stack, or to the netting in the front end of such engine;

(*b*) Open the back dampers of the engine while running ahead; or

(*c*) Otherwise do or cause damage or injury to any of the protective appliances used on the said engines.

5. Every such railway company allowing or permitting the violation of, or in any other respect contravening or failing to obey the foregoing regulations, shall be subject to a penalty of twenty-five dollars for every such offence.

6. Every such employee contravening or failing to obey the said regulations, or any of them, shall be subject to a penalty of fifteen dollars for every such offence.

7. No railway company subject to the legislative authority of the Parliament of Canada shall burn lignite coal on its locomotive engines as fuel for transportation purposes until such time as the Board shall otherwise order or direct. Lignite coal includes all varieties of coal, the properties of which are intermediate between wood and coal of the older formations. Every such railway company burning, or permitting to be burned lignite coal on its locomotive engines in contravention of the regulation herein in this behalf shall be subject to a penalty of twenty-five dollars for each offence.

8. Every railway company subject to the legislative authority of the Parliament of Canada operating a railway by the power of steam, in the province of Saskatchewan, shall establish and maintain along the line of railway where the same passes through prairie country in the said province, on each side of such line of railway and of not less than three hundred feet in width from the centre of the railway, a good and sufficient fire-guard to be made by ploughing the land to the extent of not less than sixteen feet in width on the side of the fireguard farthest from the railway, and by burning or otherwise freeing from inflammable materials the spaces between such ploughing and such line of railway.

9. Every railway company subject to the legislative authority of the Parliament of Canada operating a railway by the power of steam, in the province of Alberta, shall establish and maintain along the line of railway where the same passes through prairie country in the said province, on each side of such line of railway and of not less than three hundred feet in width from the centre of the railway, a good and

sufficient fireguard to be made by ploughing the land to the extent of not less than sixteen feet in width on the side of the fireguard farthest from the railway, and by burning or otherwise freeing from inflammable materials the spaces between such ploughing and such line of railway.

10. Every such company shall, at all times, keep such fireguards free from weeds and other inflammable material, and in such condition as not to allow fire to spread thereon and therefrom through coals, cinders, or sparks falling from or emitted by engines upon its railway.

11. Provided, that no such railway company shall be bound to enter upon the lands of another for any of the purposes aforesaid without the consent of the owner of the said lands, unless such company can lawfully do so without being liable to make compensation therefor; Provided, also, that the said railway companies shall not be required to establish and maintain such fireguards where the nature of the country renders it impossible to do so, or where the doing so would involve serious loss and damage to property,—all such places and portions of line or lines to be specifically described and reported to the Board.

12. The fireguards herein provided for to be completed on or before the 1st day of September of the present year, and after this year, on or before the 1st day of August in each year; and in other respects these regulations shall take effect and be operative on and from the 1st day of September next.

13. These regulations shall not have effect during the months of December, January, February or March in any year.

14. Every railway company subject to the legislative authority of the Parliament of Canada disobeying or failing to comply with the provisions of these regulations shall be liable to a penalty of one hundred dollars for every such disobedience or failure to comply with the provisions of these regulations respecting fireguards.

(Signed) A. C. KILLAM,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 6.

Order No. 3308.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Meeting at Ottawa.

SATURDAY, the 6th day of July, A.D. 1907.

PRESENT:

A. C. KILLAM, *Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN PURSUANCE OF

The powers conferred by section 375 of the Railway Act, and of all other powers possessed by the Board in that behalf—

THE BOARD DOTH DIRECT AS FOLLOWS:—

That every railway company subject to the legislative authority of the Parliament of Canada furnish to the Board on or before the 1st day of October next, a written statement or statements for the year ending 30th June, 1907, showing:—

(*a*) The assets and liabilities of the company;

(*b*) The amount of its stock issued and outstanding, and the date at which any such stock was so issued;

(*c*) The amount and nature of the consideration received by the company for such issue, nad in case the whole of such consideration was not paid to the company in cash, the nature of the service rendered to or property received by the company for which any stock was issued;

(*d*) The gross earnings or receipts or expenditure by the company during any periods specified by the Board, and the purposes for which such expenditure was made;

(*e*) The amount and nature of any bonus, gift, or subsidy received by the company from any source whatsoever, and the source from which, and the time when, and the circumstances under which, the same was received or given;

(*f*) The bonds issued at any time by the company, and, what portion of the same are outstanding and what portion, if any, have been redeemed;

(*g*) The amount and nature of the consideration received by the company for the issue of such bonds;

(*h*) The character and extent of any liabilities outstanding, chargeable upon the property or undertaking of the company, or any part thereof, and the consideration received by the company for any such liabilities, and the circumstances under which the same were created;

(*i*) The cost of construction of the company's railway or of any part thereof;

(*j*) The amount and nature of the consideration paid or given by the company for any property acquired by it;

(*k*) The particulars of any lease, contract, or arrangement entered into between the company and any other company or person; and

(*l*) Generally, the extent, nature, value, and particulars of the property, earnings, and business of the company.

THE BOARD DOTH FURTHER ORDER AND DIRECTS—

That every such railway company furnish to the Board on or before the said 1st day of October next, a written statement or statements showing the details and particulars for the year ending the 30th June, 1907, as follows, namely:—

MILEAGE UNDER OPERATION:—

(*a*) Length of main line, naming termini;
(*b*) Total of branch lines;
(*c*) Total mileage.

TRAFFIC:—

(*a*) Passengers:

(1) Paying passengers carried;
(2) " " carried one mile;
(3) " " carried one mile per mile of road;
(4) Average journey per passenger;
(5) Revenue from passenger tickets;
(6) " " excess baggage;
(7) " " baggage storage;
(8) " " Mails;
(9) " " Express;
(10) " " Milk traffic;
(11) Total as above;
(12) Average amount received from each paying passenger;
(13) " " per passenger per mile;
(14) Average number of passengers per train mile;
(15) " " " per car mile;

(16) Revenue from passengers per passenger car mile;
(17) Total passenger train earnings (all sources) per train mile;
(18) Total passenger train earnings (all sources) per mile of road;
(19) Proportion of return tickets to ordinary one-way tickets;

(*b*) FREIGHT:—

(1) Number of tons revenue freight carried;
(2) Number of revenue tons carried one mile.
(3) " " " carried one mile per mile of road;
(4) Average distance haul of one ton;
(5) Revenue from freight haulage;
(6) " " switching—balance;
(7) " " elevation;
(8) " " car service (demurrage);
(9) " " warehouse storage;
(10) " " vessels under section 7, Railway Act;
(11) " " other items;
(12) Total as above;
(13) Average amount received per ton of revenue freight;
(14) Average receipts per revenue ton per mile;
(15) Average number of tons revenue freight per train mile;
(16) Average number of tons revenue freight per loaded car mile;
(17) Freight train earnings per loaded car mile;
(18) " " per train mile;
(19) " " per mile of road;

(*c*) TOTAL TRAFFIC:—

(1) Gross earnings from operation;
(2) " " operation per mile of road;
(3) " " operation per train mile;
(4) Gross operation expenses;
(5) " " expenses per mile of road;
(6) " " expenses per train mile;
(7) Income from operation;
(8) " " operation per mile of road;

TRAIN MILEAGE:—

(*a*)) Mileage of revenue passenger trains;
(*b*) " " mixed trains;
(*c*) " " freight trains;
(*d*) " " non-revenue trains;

(Signed) A. C. KILLAM,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 7.

Order No. 3309.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Meeting at Ottawa.

THURSDAY, the 4th day of July, A.D. 1907.

PRESENT:

A. C. KILLAM, *Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN PURSUANCE OF

The powers conferred upon it by sections 8, 333, and 334 of the Railway Act, and of all other powers possessed by the Board in that behalf—

The Board Doth Order and Direct:—

That every railway company subject to the legislative authority of the Parliament of Canada furnish to the Board within three months from the date of this Order the following information, namely:—

1. The railway company or companies with which it has direct connection in Canada, and the point or points with which such connection is made,—the said information to be set forth in column order from east to west and from south to north, showing the junction point or points opposite the railway with which such connection is made.

2. The railway company or companies with which every such company has joint freight tariffs filed with the Board, giving the C.R.C. numbers of the said tariffs and the junction points through which they apply.

3. Whether every such company is willing to extend the scope of such joint tariffs by routing also through the junctions (if any) not already utilized, or to arrange joint tariffs through such other points. If not, to state fully its reasons therefor.

4. Any and all railway company or companies with which every such company has no joint tariffs, and whether such company is prepared to negotiate with such connecting company or companies for joint tariffs; if not, to state fully the reasons for objecting.

(Signed) A. C. KILLAM,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 8.

Order 3464.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Meeting at Winnipeg, Manitoba.

TUESDAY, the 13th day of August, A.D. 1907.

PRESENT:

A. C. KILLAM, *Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN PURSUANCE OF

The powers conferred upon it by sections 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf:

The Board Doth Order and Direct as follows:—

That the regulations of the Board, made on the 3rd day of July, A.D. 1907, requiring every railway company subject to the legislative authority of the Parliament of Canada operating by steam power any railway or railways, any part or parts of which is or are constructed of or upon wooden trestles, during the months of May, June, July, August, and September in each year, to place and keep upon every portion of its railway or railways where such trestles exist watchmen for the purpose of protecting such trestles from fire, shall not have effect or operation during the present calendar year, except as regards trestle bridges of the length of two hundred feet or more.

(Signed) A. C. KILLAM,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 9.

Order No. 3465.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Meeting at Winnipeg, Manitoba.

WEDNESDAY, the 14th day of August, A.D. 1907.

PRESENT:

A. C. KILLAM, *Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN PURSUANCE OF

The powers conferred upon it by sections 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf:

The Board Doth Order and direct:—

That the time fixed for the coming into force of the regulation made by the Board on the 4th day of July, A.D. 1907, prohibiting every railway company subject to the legislative authority of the Parliament of Canada from burning lignite coal on its locomotive engines as fuel for transportation purposes be, and it is hereby extended to the first day of October next, and that, until the said last mentioned date, the said regulation be not operative.

(Signed) A. C. KILLAM,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 10.

Order No. 4685.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Meeting at Ottawa.

TUESDAY, the 5th day of May, A.D., 1908.

PRESENTS:

HON. J. P. MABEE, *Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN THE MATTER OF

The application of the Canadian Pacific Railway company, hereinafter called the "Applicant Company," under section 29 of the Railway Act, for an Order to amend the Order of the Board No. 3238, dated the 3rd July, 1907, requiring railway companies in Canada, subject to the jurisdiction of the Board, to equip passenger coaches with two fire extinguishers:

Upon the hearing of Counsel for the Applicant Company, and what was alleged; and upon the report and recommendation of the Inspector of Railway Equipment and Safety Appliances—It is Ordered

That the said Order of the Board No. 3238, dated the 3rd July, 1907, be, and the same is hereby, varied to permit the railway companies referred to in the said Order to equip their passenger coaches with one fire extinguisher instead of two, as required by the said Order.

That, unless the Board further directs, the equipment of the said passenger coaches with one fire extinguisher shall be taken to be and deemed a compliance with the said Order No. 3238, dated the 3rd July, 1907.

That the said Order be, and it is hereby, amended by striking out the word "framed and," in the sixth line of paragraph 1, and the words "and recharged," in the second line of paragraph 2 of the Order.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 11.

Order No. 4988.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

WEDNESDAY, the 8th day of July A.D., 1908.

Hon. J. P. MABEE, *Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN THE MATTER of the following complaints made to the Board—the Canadian Manufacturers' Association, the Huntsville Lumber Company, *et al.* against the Grand Trunk Railway Company of Canada; the W. Booth Lumber Company against the Grand Trunk Railway Company of Canada; the Winnipeg Manufacturers' Association against the Canadian Pacific Railway Company and the Canadian Northern Railway Company; W. J. Lovering against the Grand Trunk Railway Company of Canada; Messrs. Leak and Company against the Grand Trunk Railway Company of Canada; Messrs. T. Dexter & Son against the Grand Trunk Railway Company of Canada; the Boake Manufacturing Company against the Grand Trunk Railway Company of Canada; the Peterborough Sandstone and Brick Company against the Canadian Pacific Railway Company and the Grand Trunk Railway Company of Canada; the Town of Lindsay, Ont., against the Grand Trunk Railway Company of Canada, the Lindsay, Bobcaygeon & Pontypool Railway Company, and the Canadian Pacific Railway Company; the Windsor, Essex and Lake Shore Rapid Railway Company against the Pére Marquette Railroad Company; Messrs. Melady & Company against the Canadian Northern Railway Company; the Board of Trade of Niagara Falls *re* interswitching at Niagara Falls, Ontario; and J. Davy against the Niagara, St. Catharines and Toronto Rilway Company.

Whereas the foregoing and many other complaints have been made to the Board against various railway companies regaring the charges made for interswitching;

Therefore the Board, having heard the evidence adduced in support of some of the said charges—certain of the same having been allowed to stand over until the matter could be dealt with in a general manner as far as possible with the view of establishing some fixed basis for payment for interswitching services—and having fully considered the views and submissions of the various interests, and the report and recommendations of its Chief Traffic Officer, under the authority conferred upon it by the Railway Act, doth order, direct, and declare as follows:—

For the interpretation, application, and operation of this Order—

1. (*a*) "Interswitching" shall not include the service incidental to the transfer and continuous carriage of through or interline traffic between points outside of and beyond the terminal limits hereinafter prescribed.

(*b*) "Contracting Carrier" shall, where it is necessary, between the points of shipment and delivery, to use the line or lines of another carrier or other carriers than the carrier performing the interswitching service, include such other carrier or carriers.

2. It shall be lawful for the contracting carrier to absorb the toll charged for the interswitching of competitive traffic.

3. Upon traffic destined to consignees located upon, or reasonably convenient to, the tracks of the contracting carrier, or to consignees who have customarily accepted the contracting carrier's delivery, or which may be so consigned as not to indicate clearly the delivery required, and which subsequent to shipment is ordered by the shipper, the consignee, or the agent of either, for interswitch delivery involving an additional service by another carrier, and which is so interswitched, the contracting carrier may charge and collect, in addition to its freight charges (including back charges if any), the interswitching toll of the carrier which performs such service, which toll shall not be more than twenty (20) cents per ton for any distance not exceeding four (4) miles, nor more than three dollars ($3) as the minimum and eight dollars ($8.00) as the maximum per carload.

4. Upon traffic destined to consignees located upon or reasonably convenient to tracks other than those of the contracting carrier, or to consignees who have customarily required such other carrier's delivery, the contracting carrier may for the interswitching service rendered necessary for such delivery charge and collect an additional toll of not more than ten (10) cents per ton for any distance not exceeding four (4) miles, nor more than one dollar and a half ($1.50) as the minimum, and four dollars ($4) as the maximum, per carload; and the interswitching toll of the carrier which performs such service shall not be more than twenty (20) cents per ton, nor more than three dollars ($3) as the minimum, and eight ($8) as the maximum, per carload,—provided that the contracting carrier shall not thereby be required to reduce its revenue below eight dollars ($8) per carload.

5. Distance shall be computed to or from the nearest point of interchange.

6. The foregoing toll shall include the empty movement of the car to or from the point at which it was received by the interswitching carrier.

7. Traffic consigneed "to order" shall be subject to the provisions of paragraph three (3) and four (4) of this order as the same may apply.

8. Traffic interswitched at the point of shipment shall be subject to clause four (4) of this order, in so far as the same may be applicable.

9. The class and commodity tariffs of all railway companies subject to the provisions of the Railway Act shall show clearly and explicitly at what points and under what circumstances interswitching services will be performed, and at whose expense.

10. The tolls herein provided for interswitching service shall not interfere with or supersede any lawfully published freight rates for ordinary freight service from station to station.

11. All and every arrangement or device, such as free or assisted cartage, cartage allowances, or the like, intended to equalize the facilities of competing companies at common points, except such as are lawfully published in the freight tariffs of the Companies, are hereby prohibited.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

This order becomes effective September 1st, 1908.

A. D. CARTWRIGHT,
Secretary.

GENERAL ORDER No. 12.

Order No. 4991.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

FRIDAY, the 10th of March, A.D. 1908.

Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN PURSUANCE OF the powers conferred upon it by Sections 30, 268 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf—

THE BOARD DOTH ORDER AND DIRECT that the locomotive engines of every Railway Company, subject to the legislative authority of the Parliament of Canada, operating a Railway by steam power, be equipped with a full set of signals, to include red and white lamps, torpedoes, fusee, and red and white flags; such equipment to be kept in good order, and to be always available and ready for immediate use.

That every such Railway Company disobeying or failing to comply with the provisions of this regulation be liable to a penalty of twenty-five ($25) dollars for every such disobedience or failure to comply with the provisions of this regulation as aforesaid.

(Signed) M. E. BERNIER,
Deputy Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 13.

Order No. 5103.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

THURSDAY, the 30th day of July, A.D. 1908.

Hon. J. P. MABEE, *Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN PURSUANCE OF the powers conferred upon it by Sections 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf:—

THE BOARD DOTH ORDER AND DIRECT that every Railway Company subject to the legislative authority of the Parliament of Canada, operating by steam

power any railway or railways, any part or parts of which is or are constructed of or upon wooden trestles, do, during the months of May, June, July, August, September and October of each year, provide, place, and keep a watchman, track-walker, fire alarm signals, ballast flooring, or fire-proof paint, as hereinafter directed, for the purpose of protecting the said trestles from fire, and thereby preventing trains from being burned, derailed, or otherwise damaged at or on such trestles,—each such company being allowed the option of adopting any one of the said foregoing methods of protection:

1. Every such Company shall place and maintain at each end of every wooden trestle on its line or lines of railway, a barrel of a capacity not less than forty-five gallons; and on every such trestle over two hundred feet in length, every such Company shall place and maintain barrels of similar capacity at distances of not less than one hundred and fifty feet—provided, however, that pile trestles over streams or other bodies of water need not be furnished with any such barrels.

2. Every such company shall keep and maintain the said water-barrels in good repair and good condition for holding water and see that they are kept full of water at all times.

3. Every such company shall remove all brush and dead grass from beneath and around every such trestle, and keep the whole width of its right-of-way under and along every such trestle free from all kinds of combustible material.

4. Every such special watchman or track-walker, on or in the neighbourhood of timber lands and in localities distant from settlement, shall carry a pail, or satisfy himself that a pail is at each of the different trestles under his care, in such a place that it cannot be taken away or used for any other purpose than that for which it was provided.

5. Where the protection provided is by a track-walker, all trestles, long and short, shall be regularly inspected,—two inspections to be made every twenty-four hours on main lines, and one every twenty-four hours on branch lines.

6. Every such special watchman or track-walker, whenever any such trestle is injured by fire, shall, as soon as possible thereafter, report the same to the roadmaster on whose division he is working; and in the event of any barrel or pail not being in good and efficient condition for the holding of water, every such special watchman or track-walker having charge of the same shall promptly report such condition to the said roadmaster; and whenever the height of water in any such barrel is lowered by evaporation or otherwise, say, ten inches from the top of the barrel, every such special watchman or track-walker shall promptly report such condition to the said roadmaster.

7. Every such railway company failing or neglecting to comply with any of the foregoing regulations shall be subject to a penalty of thirty dollars.

8. Every such special watchman or track-walker failing or neglecting to make inspection of any such trestle in accordance with the foregoing regulations, or failing or neglecting to make any of the reports hereinbefore required of him and as so required, shall be subject to a penalty of fifteen dollars for each such failure or neglect.

9. That the Order of the Board No. 3239, dated the 3rd day of July, A.D. 1907, be and the same is hereby rescinded.

(Signed) J. P. MABEE,

Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 14.

Order No. 5117.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

THURSDAY, the 30th day of July, A.D. 1913.

Hon. J. P. MABEE, *Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*

WHEREAS certain railway companies subject to the legislative authority of the Parliament of Canada, have found it convenient for certain tariffs of freight or passenger tolls to be filed with this Board by agents other than officials of the companies, acting jointly for two or more companies.

AND WHEREAS no objection seems to exist to the continuation of these said arrangement——

THE BOARD, THEREFORE, ORDERS that the said arrangement may be continued until otherwise ordered: Provided that the said joint agents be duly authorized to act for the several companies by power of attorney, the original of which shall be filed with the Board and bear a number with the prefix "C.R.C. No. P.A." in the upper right hand corner.

2. THE BOARD FURTHER OREDRS that the said power of attorney be in the following form, namely:—

"C.R.C. No. P.A. ....."

. . . . . Company.

. . . . . .

KNOW ALL MEN BY THESE PRESENTS :

That the. . . . . Company has made, constituted, and appointed, and by these presents does make, constitute and appoint. . . . . its true and lawful attorney and agent for the said company, and in its name, place, and stead to file certain tariffs of freight (or passenger) tolls, to wit (here described the particular series) and supplements thereto, as required of railway companies by the Railway Act of the Dominion of Canada, and by the Regulations of the Board of Railway Commissioners for Canada, and the said. . . . . Company does hereby give and grant unto its said attorney and agent full power and authority to do and perform all and every act and thing above specified as fully to all intents and purposes as if the same were done and performed by the said company, hereby ratifying and confirming all that its said agent and attorney may lawfully do by virtue thereof, and assuming full responsibility for the acts and neglects of its said attorney and agent hereunder.

This power of attorney shall continue in force until revoked by formal and official notice of revocation placed in the hands of the Board of Railway Commissioners for Canada at Ottawa at least ten days before the said notice shall become effective.

By. . . . . .

(WITNESS). . . . . .

Dated at. . . . . this. . . . . day of. . . . . A.D. . . . . .

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

SESSIONAL PAPER No. 20c

GENERAL ORDER No. 15.

Order No. 5402.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

THURSDAY, the 15th day of October, A.D. 1908.

Hon. J. P. MABEE, *Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN THE MATTER OF Section 202 of the Railway Act, 3 Edward VII, Chapter 58.

WHEREAS, the Board, pursuant to the provisions of Section 236 of the Railway Act, 1903, on the 29th November, 1906, ordered that the report or reports of any person or persons appointed by the Board to inquire into and report upon any accident or casualty occurring on any railway, should be privileged and should only be made public or given out by Order of the Board.

AND WHEREAS, the board has decided to make a further Order pursuant to the powers conferred upon it by Section 292 of the Railway Act, 3 Edward VII, Chapter 58, declaring every accident report or information respecting the same furnished by any railway company under the Railway Act, to be privileged and only to be made public or given out by Order of the Board.

IT IS ORDERED that every report or information furnished to the Board, pursuant to the provisions of the Railway Act, be, and the same is hereby declared to be privileged, and shall only be made public or given out by Order of the Board.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 16, FILE 4769.

Order No. 5568.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

TUESDAY, the 3rd day of November, A.D. 1908.

Hon. J. P. MABEE, *Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN PURSUANCE OF the powers conferred upon it by Sections 30, 268 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf—
IT IS ORDERED AND DIRECTED AS FOLLOWS:—

1. That every electric bell upon the line of any railway company subject to the legislative authority of the Parliament of Canada, installed for the purposes of protection, be inspected every morning by the sectionman in whose division or section such bell is, and tested by placing a wire across the rail, upon each side of the crossing; and that if the bell fails to ring, or rings continuously, a flagman at once be placed at such crossing, whose duty it shall be properly to protect the same until such bell is repaired; and that notice of such non-repair be at once given to the station agent nearest to such bell, whose duty it shall be to report the matter at once to the department having charge of the operation and repair of such bells.

2. That failure to comply with the provisions of this Order shall subject the defaulter to a fine of $50; payment of which may be ordered by the Board upon proof of the offence.

(Sgd.) J. P. MABEE,
Chief Commissioner.

GENERAL ORDER No. 17.

Order No. 5647.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

FRIDAY, the 20th day of November, A.D. 1908.

Hon. J. P. MABEE, *Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN PURSUANCE OF the powers conferred upon it by Sections 26, 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf—

IT IS ORDERED that every railway company subject to the legislative authority of the Parliament of Canada, operating a railway by steam powers, using mail cranes, be, and it is hereby forbidden to erect, place or maintain, on or after the first day of January next, any mail crane along its line of railway, at a distance less than seven (7) feet one and three-quarter (1¾) inches from the centre of the track to the extreme point of the arm of the crane when in position, or at a height less than ten (10) feet ten (10) inches from the bottom of the rail to the top of the arm when in position.

AND IT IS FURTHER ORDERED that every such railway company failing or neglecting to comply with the foregoing regulation be subject to a penalty of One Hundred Dollars for every such failure or neglect.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 18.

Order No. 5678.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

WEDNESDAY, the 25th day of November, A.D. 1908.

PRESENT:

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*

IN PURSUANCE OF

The powers conferred upon it by sections 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf :

IT IS ORDERED THAT—

1. Every locomotive steam engine operated in the province of Ontario, by any railway company subject to the legislative authority of the Parliament of Canada, shall be equipped so as to prevent the unnecessary and unreasonable emission therefrom to the atmosphere of dense or opaque smoke and every such locomotive steam engine shall, subject to clauses 2, 3, 4 and 5, while passing through or being operated within any city, town or village, be so operated as not to permit the unnecessary and unreasonable emission to the atmosphere of dense or opaque smoke.

2. Where it is necessary to clean out the fire box or build a new fire the necessary and reasonable emission of dense or opaque smoke within any city, town or village may be permitted for a period not to exceed six minutes in any one hour.

3. The necessary and reasonable emission of dense or opaque smoke from a locomotive steam engine standing at stations or in station yards, in cities, towns or villages, may be permitted for a period of one minute in any ten minutes of any one hour.

4. This order shall apply to and be in force only in such cities, towns and villages in Ontario that have passed or may hereafter pass by-laws for the control, regulation or prohibition of dense or apaque smoke from stationary steam engines, or a by-law or by laws to the like effect.

5. In the ascent of the Scarboro grade easterly out of Toronto, or the grade east and west of Hamilton, the necessary and reasonable emission of dense or opaque smoke may be permitted for a period not to exceed ten minutes in any one hour.

6. Every company or person offending against the foregoing regulations, or any of them, shall be subject to a penalty of twenty-five dollars for every such offence.

7. This Order shall take effect on the 1st day of January, A.D. 1909.

(Signed) J. P. MABEE,
Chief Commissioner,

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Re Smoke Regulations:

The regulations that the Board has framed dealing with the unnecessary emission of dense smoke from locomotive engines are made applicable only to the province of Ontario for two reasons—the first is that no municipalities outside of that province have asked for them; the second and more important one is that, outside of Ontario there are many railways not subject to the jurisdiction of the Board. For instance, in Halifax, the Intercolonial Ry. Co., the Halifax and South Western and the Canadian Pacific Ry. Co., use the same stations. The two former are not subject to the jurisdiction of the Board, and it would be manifestly unfair to subject the Canadian Pacific Ry. Co. and its employees to penalties for permitting the unnecessary escape of dense smoke in the City of Halifax, while side by side with locomotives under the control of the employees of these two other railways who would be exempt from the operation of this Order.

It will not be considered that the Board has finally determined that regulations of this character are to be withheld from the other provinces, but these will be considered as occasion may arise.

Many villages and towns and possibly some cities in Ontario have no municipal by-laws upon this subject, and it was thought reasonable that this Order should not apply to places where the local council had not taken steps within its own jurisdiction to prevent the fouling of the air by stationary engines.

This subject has been found to be a difficult and perplexing one. There is no doubt there has in the past been much unnecessary annoyance and inconvenience caused to the public by the unreasonable discharge of noxious smoke from locomotive engines, and the Board feels that in making this Order it has gone as far in the attempt to suppress this nuisance as is fair, without imposing too great expense or hardship upon the railway companies. If, however, it is found to be not sufficiently effective, the Board will have no hesitation in rescinding its provisions.

Nov. 23, 1908.

GENERAL ORDER No. 19.

Order No. 5690.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Meeting at Toronto

THURSDAY, the 17th day of November, A.D. 1908.

Hon. J. P. MABEE, *Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. McLEAN, *Commissioner.*

IN PURSUANCE OF the powers conferred upon it by Sections 30 and 269 of the Railway Act and of all other powers possessed by the Board in that behalf:

THE BOARD DOTH ORDER AND DIRECT,

1. That every railway company subject to the legislative authority of the Parliament of Canada, operating a railway by steam power, cause, subject to any exception or exceptions hereinafter contained in this order, the equipment of each and every car requiring lighting used on the railway or portion of railway operated by it, with one of the following lighting systems, namely:

(*a*) The Pintsch compressed Oil-Gas System.

(*b*) Acetylene Gas, under what is known as the "Absorbent or Commercial Acetylene System."

2. That the Pintsch Compressed Oil-Gas System may be used subject to and upon the terms and conditions following, viz:

(*a*) That the tanks be tested and tight at three hundred (300) pounds pressure to the square inch; and that they stand such tests without distortion.

(*b*) That the maximum of working pressure be one hundred and fifty (150) pounds to the square inch.

(*c*) That every gas tank attached to a railway car, be equipped with an extra heavy stud valve securely fastened to every such tank.

(*d*) That the equipment necessary for the installation of the said system be provided with—

(*d*1) A pressure gauge with a dial reading from one pound to three hundred pounds to the square inch, to show the exact pressure of gas carried.

(*d*2) A re-charging valve to attach to the charging station hose.

(*d*3) A regulating valve, to reduce the pressure of gas contained in the tank before it enters the main line piping and lamps on the car.

(*e*) That all piping between the regulating valves and stud valves be of extra heavy seamless steel or iron tubing; and that all elbows or tees be of extra heavy steel fitting.

(*f*) That the high pressure piping and fittings be carefully threaded before being screwed together,—the pipe thread to be carefully tinned after being screwed up, and the piping to be sweated to the fittings.

(*g*) That standard tubing be used to connect the low pressure side of the regulating valve with the lamps of the cars; and that a main line cock, to turn on and off the gas, be placed on the inside of each car in a convenient and conspicuous location.

(*h*) That, in order to locate leakages, soap suds be used; and that lighted matches or torches be not used for this purpose.

(*i*) That printed regulations defining and explaining the use of the system be posted inside of each car, in close proximity to the main line cock; and that, alongside of such regulations, there be placed and kept available in each car a tank stud valve key, a main line cock key, and such other keys as may be necessary for the use and operation of this equipment.

(*j*) That every car lighted by this system be placed under the charge of a competent and reliable employee of the railway company using such system,—every such employee to be specially instructed in regard to the proper working and operation of the same.

3. That the Acetylene or what is known as the "Absorbent or Commercial Acetylene Storage System", may be used, subject to and under the conditions following, namely:

(*a*) That the tanks used in connection with the said system be properly safeguarded against the possibility of explosion and be tested and tight at four times the maximum working pressure, and be able to stand such test without distortion; and that the said tanks be protected by an effective and durable preventive of rust.

(*b*) That the service tank pressure do not exceed one hundred and fifty (150) pounds to the square inch.

(*c*) That the acetylene gas be compressed; and that where tanks are charged elsewhere than at the generating station, plans showing in detail the location of all appliances used in connection therewith, including intended location of cars, be submitted to the Board for its approval,—all gas to be thoroughly dried and purified.

(*d*) That car equipment be inspected and tested at least once every six months.

(*e*) That generators, charging apparatus, and other details be under expert supervision at all times.

(*f*) That acetylene gas generators be not installed in or upon cars or other railway rolling stock, except by leave of the Board.

(*g*) That every gas tank attached to a railway car, be equipped with an extra heavy stud valve securely fastened to every such tank.

(*h*) That the equipment necessary for the installation of the said system be provided with—

(1) A pressure gauge with a dial reading from one pound to three hundred pounds to the square inch, to show the exact pressure of gas carried.

(2) A re-charging valve, to attach to the charging station hose.

(3) A regulation valve, to reduce the pressure of gas contained in the tank before it enters the main line piping and lamps on the cars.

THE BOARD DOTH FURTHER ORDER AND DIRECT—

That every such railway company may use free acetylene as a lighting medium, providing the same is not used under a pressure greater than ten pounds to the square inch; every such equipment to be submitted for and subject to the aproval of the Board.

That these regulations do not prevent or effect the lighting with what is known as "Mineral Seal Lamp Oil," on cars and railways where the same is now used; nor prohibit the lighting of cars by electricity.

That every railway company committing any breach of or failing to comply with any of the foregoing provisions be, for each such offence, liable to a penalty of one hundred dollars.

That every railway official or employee charged with any duty in respect of any of the matters aforesaid, who shall commit any breach of, or shall neglect to comply with, the foregoing provisions, be liable to a penalty of $20, for each such offence.

That these regulations take effect on and after the First of January, 1909.

(Signed) J. P. MABEE

Chief Commissioner,

Board of Railway Commissioners for Canada.

GENERAL ORDER NO. 20, FILE 8543.

Order No. 5736.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

WEDNESDAY, the 25th day of November, A.D. 1908.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. McLEAN, *Commissioner.*

IN PURSUANCE OF the powers conferred upon it by Sections 30, and 269, of the Railway Act, and of all other powers possessed by the Board in that behalf.

IT IS ORDERED that every railway company subject to the legislative authority of the Parliament of Canada be, and it is hereby, forbidden to handle freight cars in through main line passenger trains, unless such freight cars are equipped with air-brakes, steel tired wheels, and special trucks designed for use in through passenger train service.

Provided, however, that every such company shall be at liberty to use such freight cars in its through passenger service when its baggage cars, or freight cars, especially equipped as aforesaid, become disabled or unfit for use while in transit, and such cars only are available to receive the baggage or freight, as the case may be, to avoid unecessary delay in forwarding the same. In this event, the cars must not be loaded beyond their marked capacity, and the speed of the train must not exceed thirty-five miles an hour.

AND IT IS FURTHER ORDERED that every such company failing to comply with the foregoing requirements shall be liable to a penalty of not excelling fifty dollars for every such offence.

(Signed) J. P. MABEE
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 21, FILE 4769.

Order No. 5754.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

THURSDAY, the 3rd day of December, A.D. 1908.

Hon. J. P. MABEE, *Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN THE MATTER OF the application of the Grand Trunk Railway Company of Canada, hereinafter called "Application Company," under section 29 of the Railway Act, for an Order amending the Order of the Board No. 5568, dated the 3rd November, 1908, by inserting after the word "is", in the fifth line of the said Order, the words, "or other designated employee":

IT IS ORDERED that the said Order No. 5568 be, and it is hereby, amended by adding after the word "is" in the fifth line thereof, the words, "or other employee of the railway company specifically charged with such duty by the company."

(Signed) J. P. MABEE
Chief Commissioner,
Board of Railway Commissioners for Canada.

SESSIONAL PAPER No. 20c

GENERAL ORDER No. 22.

Order No. 5888.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

WEDNESDAY, the 16th day of December, A.D. 1908.

Hon. J. P. MABEE, *Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN THE MATTER OF—

The memorial of the Trainmen's Association of Canada, for the adoption of certain regulations by the Board, having in view the protection of employees of the railway companies subject to the jurisdiction of the Board:

Upon the report of the Operating Officials of the Board; and upon hearing the representatives of the railway companies and of the employees; and in pursuance of the powers conferred upon it by Sections 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf—

IT IS ORDERED THAT—

1. No freight train, except work or construction trains of fifteen cars or less, now in service, shall be made up or allowed to proceed upon its journey unless at least three-quarters of the cars composing such train have air brakes in good working order.

2. The number of cars that may be drawn in freight trains shall be left entirely to the judgment of the operating officials of such railway companies; in all cases, however, in which it may be found necessary to doublehead, the leading engine shall control the train.

3. Every road locomotive engine shall be equipped with a step or steps and hand-holes on both sides of and at or near the rear ends of tenders; foot rests shall be provided on the pilots of every such engine, sufficiently wide for a man to stand on; every switching or yard engine shall be equipped with foot-boards and head-lights on the front and rear ends of the engine and tender,—such foot boards to be not less than ten inches wide; the back of such foot boards shall be protected by a board not less than four inches high, and if cut in the centre, the inner ends shall be protected in like manner; and foot-boards and head lights shall be placed on the rear end of the rear end of the tender of every road locomotive engine used for switching service except in cases of emergency; in no case, however, shall any engine be continuously used for switching purposes for more than twenty-four hours without such equipment.

4. The number that shall comprise the switching engine crews shall be left entirely to the judgment of the operating officials; on main lines light engines shall not be run a distance greater than twenty-five miles in any one direction without a conductor, in addition to the engineer and the fireman; and on branch lines, the operating officials shall determine the necessity of requiring conductors on light engines.

5. Every locomotive engineer of such companies must have at least one year's continuous experience as a fireman, pass a satisfactory examination in regard to the proper care of locomotive engines, the handling of air brakes, and train rules and regulations, be at least twenty-one years of age, and undergo an eye and ear test by a competent examiner before being eligible for appointment as such engineer. Except in cases of emergency, every conductor of such companies must have at least one year's experience as brakeman or conductor and be at least twenty-one years of age before being eligible for appointment as such.

6. The telegraph operators of such companies required to handle train orders, shall be at least eighteen years of age, able to write a legible hand, to send and receive messages at the rate of not less than twenty words a minute, and be thoroughly familiar with and required to pass an examination upon train rules before a competent examiner.

7. Every employee of such railway companies engaged in operating trains shall, before undertaking such duties, be required to undergo a colour test by a competent examiner.

8. All railway companies shall strictly conform to the rules and regulations, from time to time approved by the Master Car Builders' Association, governing the loading of lumber, logs, and stone on open cars, and the loading and carrying of structural material, plates, rails and girders. No material of any kind shall be carried upon the roofs of cars.

9. All open drains crossing tracks in the yards of such companies shall be covered for five feet on each side of the rails, except in times of flood when temporary open drains may be provided; semaphore and signal wires, when they cross under tracks, shall be carried in pipes or boxes; new buildings and semaphores and poles erected shall be placed not less than six feet from the rail of the main track; water stand supply pipes shall be fastened parallel with the main line; and enginemen shall be required to see that this is done after using such pipes.

10. Every person or company offending against any of the foregoing provisions shall forfeit and pay the sum of $50 for every such offence.

(Signed) J. P. MABEE

Chief Commissioner,

Board of Railway Commissioners for Canada.

GENERAL ORDER NO. 23, FILE 8815.

Order No. 5954.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

MONDAY, the 21st day of December, A.D. 1908.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. McLEAN, *Commissioner.*

IN PURSUANCE OF the powers conferred upon it by Sections 26, 30, 322, 326, 330 and 339 of the Railway Act, and of all other powers possessed by the Board in that behalf.

UPON the report and recommendation of the Chief Traffic Officer of the Board:—

IT IS ORDERED that railway companies subject to the jurisdiction of the Board, file with the Board, within three months from the date of this Order, the exact distances, to not exceeding two decimal points, between their stations.—such tables to bear a C.R.C. number in both the freight and passenger tariff series, and to be in the form, size, and style prescribed by the Board for freight and passenger tariffs.

AND IT IS FURTHER ORDERED that the said railway companies shall deposit and keep on file a copy of such tables at the places and in the manner provided by section 339 of the Railway Act, in respect of tariffs of tolls.

Signed.) J. P. MABEE,

Chief Commissioner,

Board of Railway Commissioners for Canada.

SESSIONAL PAPER No. 20c

GENERAL ORDER No. 24.

Order No. 6027.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

WEDNESDAY, the 25th day of November, A.D. 1908.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the accident on the Canadian Northern Railway, at Portage la Prairie, on the 19th February, 1908; and in pursuance of the powers conferred upon it by sections 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf:—

UPON the report and recommendation of the Inspector of Accidents of the Board:—

IT IS ORDERED that every railway company subject to the legislative authority of the Parliament of Canada, operating a railway by steam power, equip, within the time hereinafter mentioned, each of its non-platform cars, as for example, ordinary box and mail or baggage cars, with the proper operating lever for uncoupling cars, and dispense with the operating wheel where in use on the ends of such cars for that purpose:

(*a*) In cars to be constructed in the future for use on their said railways, before they are so used.

(*b*) In cars under construction or in shops undergoing repairs, within three months from the date of this Order:

(*c*) In cars at present in use on their respective railways, within six months from the date of this Order.

AND IT IS FURTHER ORDERED that every such railway company be liable to a penalty of a sum not exceeding fifty dollars for every failure to comply with the foregoing regulations within the time for their coming into force and thereafter.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 25, FILE 4739.

Case 2395. Order No. 6190.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

MONDAY, the 25th day of January, A.D. 1909.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN PURSUANCE OF the powers conferred upon it by Sections 30 and 269 of the Railway Act and of all other powers possessed by the Board in that behalf:

IT IS ORDERED AND DIRECTED:—

1. That every railway company subject to the legislative authority of the Parliament of Canada, operating a railway by steam power, cause, subject to any exception

or exceptions hereinafter contained in this Order, the equipment of each and every car requiring lighting used on the railway or portion of railway operated by it, with one of the following lighting systems, namely:—

(*a*) The Pintsch Compressed Oil-Gas System.

(*b*) Acetylene gas, under what is known as the "Absorbent or Commercial Acetylene System."

2. That the Pintsch compressed oil-gas system may be used subject to and upon the terms and conditions following, namely:—

(*a*) That the tanks be tested and tight at three hundred (300) pounds pressure to the square inch; and that they stand such tests without distortion; Provided that where, at the original date of issuance of this Order, any railway company may have had in use tanks tested to a pressure not exceeding two hundred and ninety-four (294) pounds to the square inch, it shall be sufficient that the tanks be tested and tight at two hundred and ninety (290) pounds pressure to the square inch and that they stand such tests without distortion; Provided, further, that when, at any date subsequent to the original date of issuance of this Order, any railway company instals the Pintsch System on its cars, or where any railway company already using the Pintsch System installs new tanks, the said tank shall, in each and every case, meet the requirement that they be tested and tight at three hundred (300) pounds pressure to the square inch, and that they stand such tests without distortion.

(*b*) That the maximum working pressure be one hundred and fifty (150) pounds to the square inch.

(*c*) That every gas tank attached to a railway car, be equipped with an extra heavy stud valve securely fastened to every such tank.

(*d*) That the equipment necessary for the installation of the said system be provided with:

(*d 1*) A pressure gauge with a dial reading either from one pound to three hundred pounds, or reading by atmospheres from zero to fifteen atmospheres, to show the exact pressure of gas carried.

(*d 2*) A re-charging valve to attach to the charging station hose.

(*d 3*) A regulating valve to reduce the pressure of gas contained in the tank before it enters the main line piping and lamps on the car.

(*e*) That all piping between the regulating valves and stud valves be of extra heavy seamless steel or iron tubing; and that all elbows or tees be of extra heavy fitting, provided that heavy flange brass fittings may be used in lieu of such equipment.

(*f*) That the high pressure piping and fittings be carefully threaded before being screwed together,—the pipe thread to be carefully tinned after being screwed up, and the piping to be sweated to the fittings.

(*g*) That standard tubing be used to connect the low pressure side of the regulating valve with the lamps of the cars; and that a main line cock to turn on and off the gas, be placed on the inside of each car in a convenient and conspicuous location.

(*h*) That, in order to locate leakages, soap suds be used; and that lighted matches or torches be not used for this purpose.

(*i*) That printed regulations defining and explaining the use of the system be posted inside of each car, in close proximity to the main line cock; and that a tank stud valve key, a main line cock key, and such other keys as may be necessary for the use and operation of this equipment, be supplied to and always carried by all conductors and brakemen while on duty in

charge of any train or cars provided with this equipment; and that the regulations required by this section to be posted up, shall state that such keys are in the possession of the conductor and brakeman or brakemen of the said train of cars.

(*j*) That every car lighted by this system be placed under the charge of a competent and reliable employee of the railway company using such system,—every such employee to be specially instructed in regard to the proper working and operating of the same.

3. That the acetylene or what is known as the "Absorbent or Commercial Acetylene Storage System," may be used, subject to and upon the following terms and conditions, namely:—

(*a*) That the tanks used in connection with the said system be properly safeguarded against the possibility of explosion and be tested and tight at four times the maximum working pressure, and be able to stand such test without distortion; and that the said tanks be protected by an effective and durable preventative of rust.

(*b*) That the service tank pressure do not exceed one hundred and fifty (150) pounds to the square inch.

(*c*) That the acetylene gas be compressed; and that where tanks are charged elsewhere than at the generating station, plans showing in detail the location of all appliances used in connection therewith, including intended location of cars, be submitted to the Board for its approval,—all gas to be thoroughly dried and purified.

(*d*) That car equipment be inspected and tested at least once every six months.

(*e*) That generators, charging apparatus, and other details be under expert supervision at all times.

(*f*) That acetylene gas generators be not installed in or upon cars or other railway rolling stock, except by leave of the Board.

(*g*) That every gas tank attached to a railway car, be equipped with an extra heavy stud valve securely fastened to every such tank.

(*h*) That the equipment necessary for the installation of the said system be provided with:—

(1) A pressure gauge with a dial reading from one pound to three hundred pounds to the square inch, to show the exact pressure of gas carried.

(2) A re-charging valve, to attach to the charging station hose.

(3) A regulation valve, to reduce the pressure of gas contained in the tank before it enters the main line piping and lamps on the cars.

AND IT IS FURTHER ORDERED AND DIRECTED:—

That every such railway company may use free acetylene as a lighting medium, providing the same is not used under a pressure greater than ten pounds to the square inch; every such equipment to be submitted for and subject to the approval of the Board.

That these regulations neither prohibit the lighting of cars by electricity nor prevent or affect the lighting with what is known as "Mineral Seal Lamp Oil." On application the Board may, after a test has been conducted by the Board's Inspector of Railway Equipment and Safety Appliances, authorize the use of other oil or oils for car lighting. Any railway company or companies making application for such authorization, must, at the time when such application is made, furnish samples of the said oil or oils to the said inspector for testing purposes.

That every railway company committing any breach of or failing to comply with any of the foregoing provisions be, for each such offence, liable to a penalty of one hundred dollars.

That every railway official or employee charged with any duty in respect of any of the matters aforesaid, who shall commit any breach of, or shall neglect to comply with the foregoing provisions, be liable to a penalty of twenty dollars for each such offence.

That these regulations take effect on and after the first day of January, 1909.

AND IT IS FUTRHER ORDERED that the Order of the Board No. 5690, dated the 17th November, 1908, be and the same is hereby rescinded.

(Signed) D'ARCY SCOTT,
Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 26.

Order No. 6196.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

MONDAY, the 8th day of February, A.D. 1909.

D'ARCY SCOTT, *Assistant Chief Commissioner.*
JAMES MILLS, *Commissioner.*

WHEREAS by Act of the Parliament of Canada, Chapter 61, 7-8 Edward VII, Subsection 30 of Section 2 of the Railway Act was repealed and the following substituted therefor:

"30. 'toll' or 'rate' means and includes any toll, rate, charge, or allowance charged or made either by the company or upon or in respect of a railway owned or operated by the company, or by any person on behalf or under authority or consent of the company, in connection with the carriage and transportation of passengers, or the carriage, shipment, transportation, care, handling, or delivery of goods, or for any service incidental to the business of a carrier; and includes also any toll, rate, charge, or allowance so charged or made in connection with rolling stock, or the use thereof, or any instrumentality or facility of carriage, shipment, or transportation, irrespective of ownership or of any contract, expressed or implied, with respect to the use thereof: and includes also any toll, rate, charge, or allowance so charged or made for furnishing passengers with beds or berths upon sleeping cars, or for the collection, receipt, loading, unloading, stopping over, elevation, ventilation, refrigerating, icing, heating, switching, ferriage, cartage, storage, care, handling, or delivery of, or in respect of, goods transported, or in transit, or to be transported; and includes also any toll, rate, charge, or allowance so charged or made for the warehousing of goods, wharfage, or demurrage or the like, or so charged or made in connection with any one or more of the above-mentioned objects, separately or conjointly."

IT IS ORDERED that sleeping car and parlor or chair car tariffs filed with the Board by the railway companies subject to the legislative authority of the Parliament of Canada, or by any person on behalf or under authority or consent of the said railway companies, be printed on sheets uniform in size, namely: eleven inches by eight inches (11" x 8"), and be specifically numbered by each company, beginning with G. R. C. No. S-1, and that subsequent tariffs be numbered consecutively with the profix "C. R. C. No. S. ."

AND IT IS FURTHER ORDERED that the said tariffs be filed with the Chief Traffic Officer of the Board under filing advices similar to those used for the filing of passenger tariffs.

(Sgd.) D'ARCY SCOTT,
Assistant Chief Commissioner.
Board of Railway Commissioners for Canada.

SESSIONAL PAPER No. 20c

GENERAL ORDER No. 27.

File 2338. Order No. 6242.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Meeting at Winnipeg, Man.

MONDAY, the 8th day of February, A.D. 1909.

Hon. J. P. MABEE, *Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the complaint of the Winnipeg Board of Trade respecting alleged demand of the Canadian Pacific Railway that shippers in Winnipeg sign a release form for freight shipped to regular or flag stations:

UPON hearing counsel for the Applicants, as well as counsel for the Canadian Pacific Railway Company, and upon hearing what was alleged:

IT IS ORDERED

1. That hereafter the form of release of responsibility for freight shipped to flag stations, upon the lines of all railways in Canada, subject to the jurisdiction of the Parliament of Canada, be in the following form:

"In consideration of the .. .. Railway Company having received the above described property for transportation from ..... station to ..... station .....do hereby release said Company from all loss or damage that may occur to any of the above mentioned property after it has been unloaded from the cars at .....station. the said station being a flag station without agent."

2. That no other form of release shall be required to be signed by any shipper of any property to any flag station upon any line of railway in Canada until further order (if any) regarding facilities and conveniences to be established by railway companies at flag stations.

(Sgd.) J. P. MABEE,
Chief Commissioner.
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 28.

File 911 Order No. 6255.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

WEDNESDAY, the 10th day of February, A.D. 1909.

D'ARCY SCOTT, *Asst. Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN THE MATTER OF

The practice of certain railway companies of removing the planking at highway and farm crossings during the winter months; and in the matter of Sections Nos. 30, 235 and 253 of the Railway Act.

Upon the report and recommendation of the Chief Engineer of the Board it is ordered:

1. That every railway company subject to the jurisdiction of the Board, be, and it is hereby, forbidden to remove the planking from any highway crossing on its line of railway during the winter months.

2. That in the operation of those portions of its main or branch lines where the snowfall is such as to require the running of snowploughs or flangers, the company may on the first day of December in each and every year, remove the planks from the inside of the rails at any farm crossing, for a space not exceeding 12 inches in width, provided that the planks so removed be replaced by the company in the spring, as soon as the snow is off the ground.

3. That, in the case of farm crossings not used during the winter months, the company may, on the first day of December in each and every year, remove all the planking at such crossings, subject to the condition that the same be replaced as soon as the snow is off the ground in the spring.

(Sgd.) D'ARCY SCOTT,
Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 29.

File 4769. Order No. 6452.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

TUESDAY, the 2nd day of March, A.D. 1909.

The Assistant Chief Commissioner.

IN THE MATTER OF the joint application of the Canadian Pacific and the Grand Trunk Railway Companies, under section 29 of the Railway Act, for an Order to amend the Order of the Board No. 5568, dated the 3rd November, 1908.

UPON the reading of what was alleged in support of the application; and upon the report and recommendation of an Engineer of the Board—

IT IS ORDERED that the said Order No. 5568, dated the 3rd day of November, 1908, be, and the same is hereby, amended by adding after the word "crossing," in the sixth line of paragraph one of the said Order, the words, "or by establishing electric connection by any other device or method which will indicate whether or not the bell is in good working order."

(Sgd.) D'ARCY SCOTT,
Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 30.

Order No. 6490.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

MONDAY, the 8th day of March, A.D. 1909.

D'ARCY SCOTT, *Assistant Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN PURSUANCE OF

The powers conferred upon the Board by Sections 30 and 264 of the Railway Act and of all other powers possessed by it in that behalf:

AND UPON the report and recommendation of the Inspector of Railway Equipment and Safety Appliances—

IT IS ORDERED that the tender trucks (weighing 100,000 pounds or over when loaded) of locomotive engines used in passenger service by companies operating railways by steam power, under the legislative authority of the Parliament of

Canada, be equipped with steel-tire wheels on or before the first day of December, 1909; and that the use in such service, on or after the said first day of December next, of tender trucks (weighing 100,000 pounds or over when loaded) of locomotive engines equipped with cast-iron wheels, be, and it is hereby prohibited, except in cases of emergency in which it may be necessary to use the same to take trains to divisional or terminal points.

AND IT IS FURTHER ORDERED that every such railway company be liable to a penalty of a sum not exceeding one hundred dollars for each and every failure to comply with the foregoing regulations within the time of its coming into force and thereafter.

(Sgd.) D'ARCY SCOTT,
Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 31.

Order No. 6535.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

THURSDAY, the 18th day of March, A.D. 1909.

D'ARCY SCOTT, *Assistant Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN PURSUANCE OF

The powers conferred upon the Board by Sections 30 and 264 of the Railway Act, and of all other powers possessed by it in that behalf:

AND UPON the report and recommendation of the Inspector of Railway Equipment and Safety Appliances—

IT IS ORDERED that the tender trucks (where the tender, when loaded, weighs 100,000 pounds or over) of locomotive engines used in passenger service by companies operating railways by steam power, under the legislative authority of the Parliament of Canada, be equipped with steel-tire wheels on or before the first day of December, 1909, and that the use in such service, or after the said first day of December next, of tender trucks (where the tender, when loaded, weighs 100,000 pounds or over) of locomotive engines equipped with cast iron wheels, be, and it is hereby prohibited, except in cases of emergency in which it may be necessary to use the same to take trains to divisional or terminal points.

AND IT IS FURTHER ORDERED that every such railway company be liable to a penalty of a sum not exceeding one hundred dollars for each and every failure to comply with the foregoing regulations within the time of its coming into force and thereafter.

AND IT IS FURTHER ordered that Order No. 6490, dated the 8th March, 1909, be and it is hereby rescinded.

(Sgd.) D'ARCY SCOTT,
Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 32.

File 9778. Order No. 6679.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

FRIDAY, the 26th day of March, A.D. 1909.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN PURSUANCE OF the powers conferred upon it under Section 4 of the Act 7-8 Edward VII., Chapter 61, amending the Railway Act, and all other powers possessed by the Board in that behalf.

IT IS ORDERED that the tariffs of tolls of telegraph companies subject to the legislative authority of the Parliament of Canada, printed by every such company for filing with the Board as required by Section 4 of the said Act 7-8 Edward VII., be in the form, size and style and contain the information, particulars and details following namely:—

(*a*) On sheets, or in books, uniform in size, namely, 11 inches in length by 8 inches in width; but such sheets or books of smaller dimensions which may have been in use prior to the date of this Order, and are still in use, and the current or future amendments or supplements thereto, may be filed with the Board (if not inconsistent with the provisions of the Railway Act and amendments thereto).

(*b*) Specially numbered in the upper right hand corner, by each telegraph company, with a prefix "C.R.C." beginning with C.R.C. No. 1 and subsequent tariffs be numbered accordingly. (Should the initial filing include tariffs already in print, the C.R.C. number may be written or stamped instead of printed thereon).

(*c*) Any contracts, agreements, arrangements, or other forms which affect telegraph tolls, shall be filed with the Board and conform to size, so far as may be, to that prescribed herein for tariffs of tolls.

(*d*) That such telegraph company shall file with the Board a map mounted on linen without rollers showing in colours its various rate groups or blocks, also from time to time similar maps revised so as to show any changes that may be made in the said rate groups or blocks.

(*e*) The said tariffs, contracts, agreements, arrangements, or other forms and maps shall be accompanied by a filing advice in duplicate which shall give the C.R.C. numbers (if any) of the enclosures covered thereby with the effective dates and description thereof in accordance with the accompanying form "A" (the duplicate of which will be stamped and returned to the sender as the acknowledgment by the Board of the receipt of the enclosures) also that the said filing advices be of the size prescribed for the tariffs and be numbered consecutively without the C.R.C. prefix, and without regard to the C.R.C. numbers (if any) of the enclosures.

(*f*) The occasion for the issue shall be printed at the top of the front page of all tariffs, contracts, agreements, arrangements, or other forms following those first filed with the Board, for example: "Advance," "Reduction," "Re-issue," or "New Rates," as the case may be.

(*g*) The act of mailing by the company shall not constitute filing within the meaning of the Act, and any new tariffs, contracts, agreements, arrangements or other forms must be received at Ottawa for filing at least three days, in the case of reduction, or ten days in the case of an advance, before the same shall have become effective.

(h) That the accompanying form "B" of "Certificate of Concurrence in Joint Tariffs" be, and the same is hereby prescribed; the said certificate to be of the size prescribed for tariffs; to be consecutivdy numbered without the C.R.C. prefix and to contain a full and exact description of the tariff concurred in and to be signed by the official signing the same or by some person duly authorized to sign for him, such person to affix his signature in full to the name of the official for whom he signs; the Board to be kept advised of the names of the persons to whom such authority is delegated; and that two copies of such certificate be sent to the Board, one of which will be stamped and returned to the sender as the acknowledgment by the Board of its receipt.

AND IT IS FURTHER ORDERED that every such telegraph company deposit and keep on file at each of its offices or stations where telegrams are received for transmission, in a convenient place, open for the inspection of the public during office hours, a copy of each of its tariffs in use thereat, and post a notice at each office or station, prominently and in large type, informing the public that the company's tariffs of telegraph tolls in use at the said office or station are open to inspection, and may be seen upon application to the operator or other person in charge, and by general order direct its employees to produce, on request any particular tariff in use at that office or station which any applicant may desire to inspect.

(Signed) J. P. MABEE.
Chief Commissioner,
Board of Railway Commissioners for Canada.

. . . . . .

(Insert name of concurring telegraph company here.)

. . . . . 190 .

Concurrence Certificate No. . . .

THE CHIEF TRAFFIC OFFICER,
RAILWAY COMMISSION FOR CANADA,
OTTAWA, CANADA.

This is to certify that the. . . . . .telegraph company assents to and concurs in the publication and filing of the schedule described below, and hereby makes itself a party thereto:

. . . . . .

. . . . . .

C.R.C. Number and Title. . { . . . . . / . . . . . / . . . . . }

(Here give exact description of title of schedule.)

Date of issue. . . . . .

Date effective. . . . . .

Issued by. . . . { (Official). . . . . / (Telegraph Company). . . . . }

(Signature). . . . . .

GENERAL ORDER No. 33.

File 9451. Order No. 6689.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

MONDAY, the 29th day of March, A.D. 1909.

HON. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF Sleeping and Parlour Car Tariffs:

WHEREAS by Order No. 6196, dated the 8th day of February, 1909, the Board prescribed a uniform size and numbering of sleeping and parlour car tariffs; it appears that the said tariffs already filed with the Board do not in all cases comply with the provisions of the said Order and with the requirements of Sections 330 and 331 of the Railway Act:

IT IS ORDERED that every railway company subject to the legislative authority of the Parliament of Canada file for the approval of the Board a tariff of additional maximum tolls no greater than the tolls now being charged, to be charged for the carriage of passengers in sleeping or parlor cars on its railway, to be entitled "Standard Tariff of Maximum Sleeping and Parlour Car Tolls," and number C. R. C., No. S. 1.

That the said tariff specify the standard maximum tolls to be charged for each seat, berth, section, compartment and drawing-room for all distances covered by the company's railway; but that such distances may be expressed in blocks or groups, which may include relatively greater distances for the longer than for the shorter hauls.

That the said Standard Tariffs, if and when approved by the Board, be published in "The Canada Gazette" in the manner prescribed for Standard passenger tariffs in Section 331 of the Railway Act.

That special tariffs of sleeping and parlour car tolls may be published and filed in the manner prescribed for special passenger tariffs in sections 330, 331, 332 and 339 of the Railway Act.

That under Section 338 of the Railway Act, the filing and publication of joint tariffs of sleeping and parlour car tolls by foreign railway companies not operating in Canada, be, and they are hereby, excepted.

That the said Standard Tariffs of Sleeping and Parlour Car Tolls be filed for the approval of the Board not later than the 1st day of June, 1909.

(Signed) J. P. MABEE,
Chief Commissioner.
Board of Railway Commissioners for Canada.

SESSIONAL PAPER No. 20c

GENERAL ORDER No. 34.

Order No. 6901.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

FRIDAY, the 16th day of April, A.D. 1909.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the complaint of Messrs. Hyde & Webster, of the city of Montreal against the extra charge made by the Canadian Pacific Railway Company on a carload of bricks which were consigned from Casselman, Ontario, to Dorval, Quebec, the destination of which was changed while en route to Westmount, Quebec;

AND IN THE MATTER generally of the charges to be allowed railway companies for changing destination of cars in transit.

UPON hearing the complaint in the presence of Counsel for the Canadian Pacific Railway Company, the Grand Trunk Railway Company of Canada, and the Canadian Northern Railway Company; the Canadian Manufacturers' Association, the Montreal Board of Trade, and the Dominion Millers' Association being represented at the hearing, and what was alleged.

IT IS ORDERED that the additional charge which railway companies subject to the jurisdiction of the Board may make for changing the destination of carload traffic while in transit shall not exceed three dollars ($3) per carload; and that all charges for changing the destination of carload traffic in transit which are now shown by the companies in their tariffs, published and filed, in excess of the three dollars ($3) per carload, be withdrawn and cancelled not later than the first day of June, 1910.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 35.

File No. 1708, Case No. 4502. Order No. 6965.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA

FRIDAY, the 7th day of May, A.D. 1909.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the application of the Montreal Board of Trade for the adoption of regulations requiring railway companies to clean and disinfect railway cars, stations and waiting-rooms, in order to prevent the dissemination of tuberculosis or other infectious disease.

IN PURSUANCE OF the powers conferred upon it by Sections 30 and 269 of the Railway Act and all other powers possessed by the Board in that behalf—

IT IS ORDERED that every railway company subject to the legislative authority of the Parliament of Canada, be, and it is hereby, directed and required—

1. To keep all its passenger stations, waiting-rooms, and closets clean and well ventilated; to keep the said closets and those portions of its passenger stations, where germs of disease are likely to exist, properly disinfected; and to get reports at least monthly from its employees charged with the care of passenger stations, or the cleanliness, ventilation and disinfection of its said stations, waiting room, and closets.

2. To keep all its cars in which passengers may travel, including the closets and smoking compartments of such cars, clean, ventilated, and in cold weather properly heated; to have at least one employee on every passenger train, whose duty it shall be to see that every such car in the train is kept clean, ventilated and when necessary properly heated.

3. To adopt a by-law (if no such by-law has already been adopted) under section 307 of the Railway Act, prohibiting spitting in passenger stations, waiting-rooms, closets, or other premises of the company, and in or upon the platform of cars in which passengers may travel, except in receptacles suitable for the purpose, and providing a penalty for breach thereof, and to post up and maintain in a conspicuous place in its passenger stations and in such places in its cars in which passengers may travel where smoking is permitted, a notice of such by-law and the penalty for breach thereof. Such notice in the province of Quebec to be printed in French and English.

4. To provide and maintain cuspidors in such places in its passenger stations and in its cars in which passengers may travel where smoking is permitted and to have such cuspidors emptied and washed clean whenever necessary, but at least every forty-eight hours.

5. To fumigate promptly and thoroughly all cars known or suspected to have carried and all stations known or suspected to have contained any passenger or passengers suffering from any infectious disease.

6. To fumigate thoroughly all sleeping cars which are regularly in service at least once every thirty days.

AND IT IS FURTHER ORDERED that every such railway company be liable to a penalty in a sum not exceeding fifty dollars ($50) for every failure to comply with any of the provisions of this Order and that every railway employee whose duty it is to carry out any of the provisions of this Order, be liable to a penalty of not less than two dollars ($2) nor more than fifteen dollars ($15) for every failure to do so.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 36.

Order No. 6998.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

THURSDAY, the 4th day of May, 1909.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF

The equipment of passenger cars with fire extinguishers:—

WHEREAS, by Order of the Board No. 3238, dated the 3rd day of July, 1907, amended by Order No. 4685, dated the 5th day of May, 1908, railway companies subject to the legislative authority of the Parliament of Canada, operating a railway by steam power, were directed to equip their passenger coaches with fire extinguishers within the time provided in the said Order of July 3, 1907, namely:—

(*a*) In cars to be constructed in the future for use on their said railways, before they are so used;

(*b*) In cars under construction or in shops undergoing repairs, within six months from the date of the Order;

(*c*) In cars at present in use on their respective railways, within eihgteen months from the date of the Order;

AND WHEREAS it has been represented to the Board that delays have arisen in connection with compliance with the provisions of the said Order:

UPON hearing the matter in the presence of counsel for the Canadian Pacific Railway Company, the Canadian Northern Railway Company, the Great Northern Railway Company, and the Grand Trunk Railway Company of Canada, and what was alleged by counsel aforesaid; and upon their request.

IT IS ORDERED that the time provided in the said Order No. 3238, dated July 3rd, 1907, within which railway companies are required to equip their passenger coaches with fire extinguishers as aforesaid, be, and it is hereby, extended as follows:—

(*b*) Cars under construction or in shops undergoing repairs, within six months from May 4, 1908;

(*c*) Cars at present in use on their respective railways, within eighteen months from the 3rd day of November, 1908.

AND in all other respects the said Orders are hereby confirmed.

(Signed) J. P. MABEE,
Chief Commissioner.
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 37.

File 9052. Order No. 7164.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

THURSDAY, the 3rd day of June, A.D. 1909.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the application of the Canadian Pacific Railway Company, hereinafter called the "Applicant Company," for an Order making general and applicable to all railway companies subject to the jurisdiction of the Board, the form of "release" or special contract, respecting the carriage of silver and other valuable ores, approved by Order of the Board, No. 6972, dated May 6, 1909, and made upon the application of the Grand Trunk Railway Company of Canada.

UPON reading what was alleged in support of the application—

IT IS ORDERED that the form of "release" or special contract respecting the carriage of silver and other valuable ores, approved by the said Order of the Board No. 6972, dated May 6, 1909, be extended to apply to all railway companies under the jurisdiction of the Board, the said companies being hereby authorized to use the said form upon their respective lines of railway until the Board shall hereafter otherwise order and determine.

(Sgd.) D'ARCY SCOTT,
Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 38.

Order No. 7261.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Meeting at Toronto.

MONDAY, the 31st day of May, A.D. 1909.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the application of the Retail Coal Dealers' Association for an Order that all railway companies weigh all coal carried by them received from foreign countries, at the port of entry, and for other matters.

UPON the hearing of evidence and counsel for the applicants and the railway companies.

IT IS ORDERED THAT—

1. In the event of any consignees of any car or cars of bituminous coal shipped from the United States, desiring to have such car or cars weighed at the port of entry, he shall be at liberty to give a written notice to the agent of the railway company receiving for delivery or furtherance such car or cars at such port of entry, before the said coal is received by such railway company, that he requires the same, or any car or cars of such consignment weighed; and upon the receipt of such notice it shall be the duty of the company to weigh free of charge, at such port of entry, all cars covered by the notice.

2. Any consignee may give a general or continuing written notice that he required all cars consigned to him weighed as above provided.

3. For such weighing at the port of entry, the cars to be weighed may remain coupled one to another in a train.

4. On notice in writing from a consignee of such coal to the freight agent of the railway company hauling the same, at the point of destination, within twenty-four hours of the arrival of the coal at the point of destination and before the car or cars containing same have been unloaded, that he wishes the car weighed, the company shall weigh any car of such coal at the scales nearest to the point of delivery; and for such service the railway company may charge and collect from the consignee, five cents for every ton of coal in the car, with a minimum of one dollar and a maximum of two dollars per carload; but no such charge shall be made and no amount collected for such service, if the weight of the car is more than 500 pounds less than the weight of the coal at the port of entry, or if the coal is not weighed at the port of entry, then the weight shown by the way bill to be in the car at the time of shipment, plus the weight of the car itself as shown by the tare.

5. On notice in writing from a consignee of such coal to the freight agent of the railway company hauling the same at the point of destination, within five hours from the unloading of any car containing such coal, that he wishes the empty car weighed, the company shall weigh the same at the scales nearest to the point of delivery; and for such service the railway company may charge and collect from the consignee one dollar per car; but no such charge shall be made and no amount collected for such service, if the actual weight of the car exceeds the tare marked on it by more than 500 pounds.

6. This Order shall only apply, in case the port of entry or point of delivery is in the province of Ontario.

7. Any person or company affected by the Order may, after one year from the date thereof, apply to the Board to vary or rescind it.

(Sgd.) D'ARCY SCOTT,
Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 39.

Order No. 7472.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

THURSDAY, the 8th day of July, A.D. 1909.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF Chapter 32 of 8 and 9, Edward VII:

IT IS ORDERED that all railway companies subject to the jurisdiction of the Parliament of Canada do, on or before the 1st day of September, 1909, furnish to and file with the Board:—

1. A return of all highway crossings upon its line or lines of railway at which an accident has happened subsequent to the 1st day of January, 1900, by a moving train causing bodily injury or death to a person using such crossing.

2. In the event of more than one accident of the character aforesaid having happened at any such crossing, such return shall so indicate.

3. That such return shall cover all accidents of the character aforesaid up to the date thereof.

4. That after the filing of the said returns with the Board, each of the companies aforesaid shall, immediately upon the happening of an accident or accidents of the character aforesaid, furnish to and file with the Board a return of all such accidents happening upon its lines subsequent to the date of the return required by paragraph 1 hereof.

5. The said returns shall be certified to by an officer or official of the railway company, who shall have the necessary knowledge, obtained by inquiry or otherwise, to justify such certification.

6. The said returns shall be in the form appearing as schedule "A" hereto.

7. The information set forth in the said returns shall be full and explicit.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

SCHEDULE "A."

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

RETURN required by Order No. , dated July 8, 1909, pursuant to Chapter 32 of 8 and 9, Edward VII.

1. Name of railway. (When on branch line also give name.)	
2. Date of accident.	
3. Province or territory.	
4. City, town, village, township, or local municipality.	
5. Name of crossing, giving the street, township, or concession line, No. of adjacent lot or lots, No. of range, location of Company's nearest mileage point, with full particulars, so that the crossing may be exactly located.	
6. Particulars of accident, and name or names of persons injured or killed.	
7. Whether crossing has been protected since accident, and, if so, how and when.	
8. Train No. and whether freight or passenger.	
9. Remarks covering any other information that the Company thinks should be submitted, not covered by the foregoing details.	

I certify that from inquiries made by me or of my own knowledge, the foregoing return is correct.

(Officer.)

.....

(Designating him.)

Date.

Place.

SESSIONAL PAPER No. 20o

GENERAL ORDER No. 40.

File 9994. Case 4897. Order No. 7473.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Meeting at Ottawa.

TUESDAY, the 4th day of May, A.D. 1909.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF

Complaints against railway companies for non-compliance with the provisions of the statute regarding fences and cattle guards and public highway crossings:

UPON hearing complaints from many individuals, public bodies, and municipalities, that railway companies are not complying with the provisions of Section 254 of the Railway Act, and that much hardship is caused by the exemption provided for in subsection 4 of the said section; and upon request being made that the Board intervene, as provided for by the said subsection; and upon hearing what was said on behalf of the railway companies—

IT IS ORDERED that all railway companies subject to the jurisdiction of this Board, shall, as to all railway lines completed, owned, or operated by them, where the lands on either side of the railway are not enclosed, settled, or improved:—

1. On or before January 1, 1911, erect and maintain, on each side of the right of way (1) fences of a minimum height of four feet six inches, with swing gates, at farm crossings, with minimum height aforesaid, with proper hinges or fastenings: (2) cattle guards on each side of the highway at every highway crossing, at rail level: Providing that sliding or hurdle gates, constructed before the 1st day of February, 1904, may be maintained.

2. The railway fences at every highway crossing shall be turned into the respective cattle guards on each side of the highway.

3. All fences, gates and cattle guards shall be suitable and sufficient to prevent cattle and other animals from getting on the railway.

4. As to lines not yet completed or opened for traffic, or in course of construction, all such companies shall:

(1) Erect fences, gates, and *cattle guards* as aforesaid as the rails are laid.

(2) If not yet opened for traffic, then such fences, gates and cattle guards as aforesaid shall be erected and maintained before such railway shall be opened for traffic.

(3) Where the railway is being constructed through enclosed lands, it shall be the duty of the railway company to at once construct such fences or take such other steps that will prevent cattle and other animals escaping from such enclosed lands.

5. As to all railway lines completed, owned, or operated, where the lands on either side of the railway are enclosed, settled or improved, such company shall erect and maintain such fences, gates and cattle guards, and in all respects comply with Section 254 of the Railway Act, on or before the 14th day of October, 1909.

6. Where it shall be made to appear to the Board that no necessity exists for the fencing or other works hereinbefore directed, the company or companies may apply to the Board for exemption from fencing, and other works, and such exemptions may be made as the Board deems proper.

7. All railways now in operation shall, within the time aforesaid, construct and maintain suitable and proper highway crossings, except such as may have already

been covered by previous orders apportioning cost or providing for liability for maintenance, at all such as are being used for travel, and additional ones at once upon such highways being from time to time opened and used for travel.

8. All railways not yet opened for traffic, or hereafter constructed, shall, before the same are opened for traffic, construct and maintain suitable and proper highway crossings at all such as are being used for travel, and additional ones at once upon such highways being from time to time opened and used for travel.

9. All such crossings shall comply with the standard conditions of the Board, in so far as the same may be applicable, which are as follows:—

1. That, unless otherwise ordered by the Board, *the width of approaches to rural railway crossings over highways be twenty feet* road surface on concession and main roads and sixteen feet on side and bush roads.
2. That a strong, substantial fence or railing, four feet six inches high, with a good post-cap (four inches by four inches), a middle piece of timber (1½ inches by 6 inches), and a ten-inch board firmly nailed to the bottom of the posts to prevent snow from blowing off the elevated roadway, be constructed on each side of every approach to a rural railway crossing where the height is six feet or more above the level of the adjacent ground, leaving always a clear road-surface twenty feet wide.
3. That the width of approaches to rural railway crossings made in cuttings be not less than twenty feet clear from bank to bank.
4. That, unless otherwise ordered by the Board, the planking or paving blocks, or broken stone topped with crushed rock screenings, on rural railway crossings over highways (between the rails and for a width of at least eight inches on the outer sides thereof) be *twenty feet* long on concession and main roads, and *sixteen feet* on side and bush roads.

10. Leave may be reserved to each of the railway companies affected by this order to move to extend the time for compliance therewith.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 41.

File 3678. Order No. 7562.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

THURSDAY, the 15th day of July, A.D. 1909.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF

The complaint of the Canadian Manufacturers' Association, supported by the Bankers' Association and by various Boards of Trade, merchants and shippers throughout the Dominion of Canada, respecting the terms and conditions of carriage embodied in the bills of lading of the railway companies subject to the legislative authority of the Parliament of Canada; and in the matter of Section 340 of the Railway Act:

UPON hearing the complaint in the presence of counsel for the Complainants and the Grand Trunk, Canadian Pacific, and Canadian Northern Railway Companies, and the Michigan Central Railroad Company and what was alleged; and upon consideration of the draft forms of bill of lading agreed to by the parties thereto, and submitted for the approal of the Board—

1. IT IS ORDERED that the two forms of bill of lading, for use in Canada, namely, that for consignments "to order," and that for so termed "straight" consignments, attached hereto and marked "A" and "B," be, and they are hereby, approved.

2. AND IT IS FURTHER ORDERED that the conditions and limitations to be endorsed upon the said bills of lading shall be the following:—

Section 1.—The carrier of any of the goods herein described shall be liable for any loss or damage thereto except as hereinafter provided.

Section 2.—In the case of shipments from one point in Canada to another point in Canada, or where goods are shipped under a joint tariff, the carrier issuing this bill of lading, in addition to its other liability hereunder, shall be liable for any loss, damage, or injury to such goods from which the other carrier is not by the terms of this bill of lading relieved, caused by or resulting from the act, neglect, or default of any other carrier to which goods may be delivered in Canada, or under such joint tariff, or over whose line or lines such goods may pass in Canada or under such joint tariff, the onus of proving that such loss was not so caused or did not so result being upon the carrier issuing this bill of lading. The carrier issuing this bill of lading shall be entitled to recover from the other carrier on whose line or lines the loss, damage, or injury to the said goods shall have been sustained the amount of such loss, damage, or injury as it may be required to pay hereunder, as may be evidenced by any receipt, judgment, or transcript thereof. Nothing in this section shall deprive the holder of this bill of lading or party entitled to the goods of any remedy or right of action which he may have against the carrier issuing this bill of lading or any other carrier.

Section 3.—The carrier shall not be liable for loss, damage, or delay to any of the goods herein described, caused by the act of God, the King's or public enemies, riots, strikes, defect or inherent vice in the goods, or the act or default of the shipper or owner; for differences in weights of grain, seed or other commodities caused by natural shrinkage or discrepancies in elevator weights when the elevators are not operated by the carrier, unless the weights are evidenced by Government certificate; the authority of law or by quarantine. For loss, damage, or delay, except where cartage is to be performed by the carrier or its agents, caused by fire occurring after forty-eight hours (exclusive of legal holidays), or in the case of bonded goods seventy-two hours (exclusive of legal holidays), after written notice of the arrival of said goods at destination or at port of export (if intended for export and not covered by a through bill of lading) has been sent or given, the carrier's liability shall be that of warehouseman only. Except in case of negligence of the carrier (and the burden of proving freedom from such negligence shall be on the carrier), the carrier shall not be liable for loss, damage, or delay occurring while the goods are stopped and held in transit upon the request of the party entitled to make such request. When in accordance with general custom, on account of the nature of the goods, or at the request of the shipper, the goods are transported in open cars, the carrier (except in case of loss or damage by fire, in which case the liability shall be the same as though the goods had been carreid in closed cars) shall be liable only for negligence, and the burden of proving freedom from such negligence shall be on the carrier.

Section 4. No carrier is bound to transport said goods by any particular train or vessel, or in time for any particular market or otherwise than as required by law, unless by specific agreement endorsed hereon. Every carrier in case of physical necessity shall have the right to forward said goods by any railway or route between the point of shipment and the point of destination; but if such diversion be from a rail to a water route the liability of the carrier shall be the same as though the entire carriage were by rail.

The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the goods at the place and time of shipment under this bill of lading (including the freight and other charges if paid, and the duty if paid or payable and not refunded), unless a lower value has been represented in writing by the shipper or has been agreed upon or is determined by the classification or tariff upon which the rate is based, in any of which events such lower value shall be the amount to govern such computation, whether or not such loss or damage occurs from negligence.

When under the terms of the classification or special reduced tariffs, the goods are carried at owner's risk, such conditions are intended to cover only such risks as are necessarily incidental to transportation and shall not relieve the carrier from liability for any loss, damage or delay which may result from any negligence or omission of the carrier, its agents or employees, and the burden of proving freedom from such negligence or omission shall be on the carrier.

Notice of loss, damage or delay must be made in writing to the carrier at the point of delivery, or to the carrier at the point of origin, within four months after delivery of the goods, or in case of failure to make delivery, then within four months after a reasonable time for delivery has elapsed. Unless notice is so given the carrier shall not be liable.

Any carrier or party liable on account of loss of or damage to any of said goods, on reimbursing to the insured the premiums paid in respect thereof, shall have the full benefit of any insurance that may have been effected upon or on account of said goods, so far as this shall not avoid the policies or contracts of insurance.

Section 5.—Grain in bulk consigned to a point where the carrier has an elevator or warehouse, or where there is a public or licensed elevator or warehouse, may be there delivered and placed with other grain of the same kind and grade without respect to owenrship: Provided that this shall not apply to a point of final delivery if it is otherwise expressly noted hereon, unless the grain is not promptly unloaded after written notice of arrival has been sent or given to the person named herein. Grain so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

Section 6.—Goods not removed by the party entitled to receive them within forty-eight hours (exclusive of legal holidays), or, in the case of bonded goods, within seventy-two hours (exclusive of legal holidays), after written notice has been sent or given, may be kept in car, station or place of delivery or warehouse of the carrier, subject to a reasonable charge for storage and to the carrier's responsibility as a warehouseman only, or may at the option of the carrier (after written notice of the carrier's intentnon to do so has been sent or given), be removed to and stored in a public or licensed warehouse at the cost of the owner and there held at the risk of the owner and without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

Goods in carloads shipped from a private siding or a station wharf, or landing where there is no duly authorized agent, shall be at the risk of the owner until the car is lifted or bill of lading is issued by the carrier, and thereafter shall be at the risk of the carrier. Goods in carloads destined to a private siding or station, wharf, or landing where there is no duly authorized agent, shall be the risk of the carrier until placed on the delivery siding.

All goods shall be subject to necessary cooperage and baling at owner's cost.

Section 7.—No carrier shall be bound to carry any documents, specie, or any articles of extraordinary value not specifically rated in the published classification or tariffs unless a special agreement to do so (the duty of obtaining such

special agreement to be on the carrier when the nature of such goods is disclosed herein)—and a stipulated value of the articles are endorsed hereon. If such goods are carried without a special agreement and the nature of the goods is not disclosed hereon the carrier shall not be liable for any loss or damage thereto.

Section 8.—The owner or consignee shall pay the freight and all other lawful charges accruing on said goods, and, if required, shall pay the same before delivery. If upon inspection it is ascertained that the goods shipped are not those described in this bill of lading, the freight charges must be paid upon the goods actually shipped, with any additional penalties lawfully payable thereon.

Section 9.—Except in case of diversion from rail to water route, which is provided for in Section 4 hereof, and except as provided hereafter, if all or any part of said goods is carried by water over any part of said route, such water carriage shall be performed subject to the liabilities, limitations, and exemptions provided by statute and to the conditions contained in this bill of lading not inconsistent with such statute or this section, and subject also to the condition that no carrier or party in possession shall be liable for any loss or damage resulting from the perils of the lake, sea or other waters; or from explosion, bursting of boilers, or breakage of shafts not arising from the negligence of the carrier, or from any latent defect in hull, machinery, or appurtenances; or from collision, stranding, or other accidents of navigation or from prolongation of the voyage. And any vessel carrying any or all of the goods herein described shall be at liberty to call at intermediate ports, to tow and be towed, and assist vessels in distress, and to deviate for the purpose of saving life or goods.

The term "water carriage" in this section shall not be construed as including lighterage or car ferriage across rivers, or in lake or other harbours, and the liability for such lighterage or car ferriage shall be governed by the other sections hereof.

If the goods are being carried under a tariff which provides that any carrier or carriers party thereto shall be liable for loss from perils of the sea, then as to such carrier or carriers the provisions of this section shall be modified in accordance with the provisions of the tariff which shall be treated as incorporated into the conditions of this bill of lading.

Section 10.—Every party, whether principal or agent, shipping explosives or dangerous goods without previous full written disclosure to the carrier or its agent of their nature, shall be liable for all loss or damages caused thereby, and such goods may be warehoused at owner's risk and expense, or destroyed without compensation.

Section 11.—Any alteration, addition or erasure in this bill of lading shall be signed, or initialled in the margin by an agent of the carrier issuing the same, and if not so signed or initialled shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

AND IT IS FURTHER ORDERED that the size of the said bills of lading shall be eight and one-half (8½) inches wide, by eleven (11) inches long.

AND IT IS FURTHER ORDERED that on and after the 1st day of October, 1909, the forms herein approved shall be the only bills of lading to be used by all railway companies subject to the legislative authority of the Parliament of Canada.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

"A"

FORM OF ORDER BILL OF LADING APPROVED BY THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

ORDER BILL OF LADING—ORIGINAL.

Order No.....

Shipper's No.....

Agent's No.....

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading, at.....

.....19.....from.....

the goods described below, in apparent good order, except as noted (contents and conditions of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said goods over all or any portion of said route to destination, and as to each party at any time interested in all or any of said goods, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns.

The surrender of this Original ORDER Bill of Lading properly indorsed shall be required before the delivery of the goods. Inspection of the goods covered by this Bill of Lading will not be permitted unless provided by law or unless permission is indorsed on this Original Bill of Lading or given in writing by the shipper.

The Rate of Freight from.....

to..... is in Cents per 100 lbs.....

If.....Times	1st.If....Class.	If.....Class	If.....Class	If.....Class	If.....Class	If.....Class	If.....Class	If.....Class	If.....Class	If.....Class	If....Class	If special per..

(Mail Address—Not for purposes of Delivery.)

Consigned to ORDER of .....

Destination.....Province or State of.....County of.....

Notify.....

At.....Province or State of.....County of.....

Route.....Car Initial.....Car No.....

20c—33½

No. Packages.	Description of Articles and Special Marks.	Weight. (Subject to Correction.)	Class or Rate.	Check Column.

If charges are to be prepaid, write stamp here, "To be Prepaid."

Received $.....
to apply in prepayment on the property described hereon.

Agent or Cashier.

Per.....

(The signature here acknowledges only the amount prepaid.)

Charges Advanced:

$.....

.....Shipper.

Per.....

.....Agent..

Per.....

(This Bill of Lading is to be signed by the shipper and agent of the carrier issuing same.)

"B"

FORM OF STRAIGHT BILL OF LADING APPROVED BY THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

STRAIGHT BILL OF LADING— ORIGINAL.

NOT NEGOTIABLE.

Order No.....

Shipper's No.....

Agent's No.....

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading, at.....

.....19....from.....

the goods described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said goods over all or any portion of said route to destination, and as to each party at any time interested in all or any of said goods, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns.

The Rate of Freight from.....

to.....is in Cents per 100 lbs.

If.....Times 1st	If.....Class	If.....Class	If.....Class	If.....Class	If.....Class	If.....Class	If.....Class	If.....Class	If.....Class	If.....Class	If Special per.....

(Mail Address—Not for purposes of delivery.)

Consigned to.....

Destination.....Province or State of.....County of.....

Route.....Car Initial.....Car No.....

No. Packages.	Description of Articles and Special Marks.	Weight. (Subject to Correction.)	Class or Rate.	Check Column.	If charges are to be prepaid, write or stamp here, "To be Prepaid."
					Received $..... to apply in prepayment of the charges on the property described hereon.
					Agent or Cashier.
					Per.....
					(The signature here acknowledges only the amount prepaid.)
					Charges Advanced:
					$.....

.....Shipper.

Per.....

.....Agent.

Per.....

(This Bill of Lading is to be signed by the shipper and agent of the carrier issuing same.)

GENERAL ORDER No. 42.

File 1750. Order No. 7563.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

MONDAY, the 12th day of July, 1909.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the Memorial of the Trainmen's Association of Canada, for the adoption of certain regulations by the Board, having in view the protection of employees of the railway companies subject to the jurisdiction of the Board:

UPON the report of the operating officials of the Board; and upon hearing the representatives of the railway companies and of the employees; and in pursuance of the powers conferred upon it by Sections 30, 268 and 269 of the Railway Act, and of all other powers possessed by the Board on that behalf—

IT IS ORDERED that the train rules attached hereto marked "A" and designated as the proposed Uniform Code for Canadian Railways, be, and they are hereby, approved.

(Signed) J. P. MABEE,
Chief Commissioner.
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 43.

File Nos. 6584 & 8799. Order No. 7599

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

SATURDAY, the 24th day of July, A.D., 1909.

HON. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

WHEREAS, the attention of the Board has been called to a number of accidents —in some instances fatal—caused by defects in the flat and open cars of railway companies, used for shipments of long materials, and stone—not affording proper safeguards for the handling of such traffic:

UPON the report and recommendation of its inspectors, and in pursuance of the powers conferred upon it by sections 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf—

IT IS ORDERED—

1. That every railway company subject to the legislative authority of the Parliament of Canada, operating a railway by steam power, shall strictly conform to the rules and regulations from time to time approved by the Master Car Builders' Association governing the loading of lumber, logs and stone on flat and open cars.

2. That if the load on a car shifts in transit, the train crew shall see that it is re-adjusted in accordance with this Order before the same is allowed to proceed.

3. That shippers and the railway companies and their operators and employees shall see that all open and flat cars are loaded, and the loads protected in accordance with the terms of this Order.

4. That every such railway company shall be liable to a penalty not exceeding fifty dollars for every failure to comply with the foregoing regulations.

5. That every employee of such railway company, and every shipper, shall be liable to a penalty of a sum not exceeding twenty-five ($25.00) dollars for every failure to comply with the foregoing regulations.

(Signed) J. P. MABEE,
Chief Commissioner.
Board of Railway Commissioners for Canada.

RE RULES FOR LOADING LONG MATERIALS AND STONE IN FLAT AND IN OPEN CARS.

—AND—

Re Order No. 5888.

Mr. Commissioner McLean:—

The draft Order proposing regulations in connection with the loading of long materials and stone in open and in flat cars was the outcome of various accident investigations which showed a lack of proper safeguards for the handling of such traffic. The matter had already been dealt with in Order No. 5888, clause 8 of which provided that the rules and regulations of the Master Car Builders' Association should apply in regard to the loading of lumber, logs, and stone in open cars, and the loading and carrying of structural material, plates, rails, and girders.

Reference to the M. C. B. rules shows that all the matters covered by the present draft Order and more are covered by these rules. The provisions of the draft Order follow those of the M. C. B. rules with few variations; where there are variations, these are in the nature of being more drastic. These changes are experimental, and as the correspondence on file shows would, in some instances work a hardship on the shippers. The M. C. B rules on the other hand have been built up on a large body of experience which has continuously developed since 1890. Practically all the railways of Canada are now operating under those rules.

I am of the opinion that the first four clauses of the draft Order should be struck out, and be replaced by a recital that the M. C. B. rules apply, and thereafter should follow the clauses at present numbered 5, 6, 7 and 8, in the present draft.

Representatives of the lumber shippers raised at the hearing, as well as in correspondence on file with the Board, the question of placing on the railways the expense of supplying stakes for the flat cars. This is a rate question which should if developed be dealt with aside from the draft Order which is concerned with operating.

During the hearing, exception was taken by Mr. Johnson, Manager of the Dominion Bridge Company, to the provisions of clause 8 of Order No. 5888, in so far as this clause deals with "structural material" and "girders." A method of loading used by his company and other bridge companies in Canada was illustrated by model. It was shown that this method had been in use for years. The method submitted by him appeared to be safe and satisfactory. But, the Board must consider the advantage of uniformity. If we had any assurance that this was the only method of loading such material, outside of that prescribed by the M. C. B. rules which would be offered, we might authorize its use. But we have no such assurance. The advantage of having uniformity of practice throughout Canada in this regard

as well as the necessity of uniformity in regard to international traffic is so manifest that I am constrained, while recognizing merits in Mr. Johnson's contention, to hold the opinion that clause 8 of Order No. 5888 should stand.

(Signed) S. J. McLEAN.

OTTAWA, July 23rd, 1909.

"I agree"

(Signed) J. P. M.

GENERAL ORDER No. 44.

File 9566. Order No. 7747.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

FRIDAY, the 23rd day of July, A.D. 1909.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN PURSUANCE OF—

The powers conferred upon the Board by Sections 30 and 264 of the Railway Act, and of all other powers possessed by it in that behalf:

UPON the report and recommendation of the inspector of Railway Equipment and Safety Appliances—

IT IS ORDERED that the Order of Board No. 6535, dated March 18, 1909, be, and the same is hereby, amended by inserting the words "or steel-rolled" after the words "steel tire," in the fifth line of the operative part of the said Order.

(Signed) D'ARCY SCOTT,
Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 45.

File 9566. Order No. 7790.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

MONDAY, the 16th day of August, A.D. 1909.

D'ARCY SCOTT, *Assistant Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN PURSUANCE OF—

The powers conferred upon the Board by Sections 30 and 246 of the Railway Act, and of all other powers possessed by it in that behalf:

UPON the report and recommendation of the Inspector of Railway Equipment and Safety Appliances—

IT IS ORDERED that the Order of the Board No. 6535, dated March 18, 1909, be, and the same is hereby, amended by inserting the words "or steel-rolled" after the words "steel tire," in the fifth line of the operative part of the said Order.

AND IT IS FURTHER ORDERED that the Order of the Board No. 7747, dated July 23, 1909, be, and is hereby, rescinded.

(Signed) D'ARCY SCOTT,
Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.

SESSIONAL PAPER No. 20c

GENERAL ORDER No. 46.

Order No. 7881.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

FRIDAY, the 27th day of August, A.D., 1909.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF—

REGULATIONS FOR THE CARRIAGE OF EXPLOSIVES.

WHEREAS, it appears to the Board to be important in the general interest that the receiving, forwarding and delivering of explosives by all carriers thereof be safe guarded by special regulations, and that such regulations should be uniform with respect to shipments from a foreign country into or through Canada, or from Canada to a foreign country, as well as within Canada;

AND WHERAS The American Railway Association, assisted by experts, has formulated a code of rules, which in the main, have been prescribed by the Interstate Commerce Commission for observance by the railway companies engaged in interstate commerce in the United States;

AND WHERAS, the said regulations of the Interstate Commerce Commission have been recommended by the Canadian Freight Association for the approval of the Board;

NOW, THEREFORE, in pursuance of Sections 26, 30, 286 and 287 of the Railway Act, and of all powers possessed by the Board under the said Act—

IT IS ORDERED that the following regulations for the receiving, forwarding and delivering of explosives be, and they are hereby, prescribed for the observance of every railway company within the legislative authority of the Parliament of Canada which accepts explosives for carriage.

GENERAL RULES.

A. Unless specifically authorized by these regulations, explosives must not be packed in the same outside package with each other or with other articles. Explosives, when offered for shipment by rail, must be in proper condition for transportation and must be packed, marked, loaded, stayed, and handled while in transit in accordance with these regulations. All packages of less than carload shipments must also be plainly marked on the outer covering or boxing (outside package) with the name and address of consignee. Empty boxes previously used for high explosives are dangerous and must not be again used for shipments of any character. Empty boxes which have been used for the shipment of other explosives than high explosives must have the old marks thoroughly removed before being accepted for the shipment of other articles. Empty metal kegs which have been used for the shipment of black powder not contained in an interior package must not be used for shipment of any explosive.

B. Explosives, except such as are forbidden (see pars. 1501 and 1531 to 1536) may be received for carriage provided the following regulations are complied with, and provided their method of manufacture and packing, so far as it affects safe transportation, is open to inspection by a duly authorized representative of the initial carrier, or of the Bureau for the Safe Transportation of Explosives, and other Dangerous Articles, of the American Railway Association, if he be so designated by the

Canadian carrier. Shipments of explosives that do not comply with these regulations must not be received. Shipments offered by the Dominion Government may be packed, including limitations of weight, as required by its regulations.

C. Before any shipment of explosives, destined to points beyond the lines of the initial carrier is accepted from the shipper, the initial carrier must ascertain that the shipments can go forward via the route designated, and that delivery can be made at destination. To avoid unnecessary delays, arrangements must be made to furnish this information promptly to the initial carrier. Shipments offered by connecting lines must be received subject to these regulations.

TESTS FOR STRENGTH OF PACKAGE.

D. Packages receive their greatest stresses in a direction parallel to the length of the car and must, therefore, be loaded so as to offer their greatest resistance in this direction. Cleats or handles, when prescribed for packages, must be so placed as not to interfere with the close packing lengthwise in the car.

E. When inexplosive material of equal weight is substituted (sand for a granular explosive, dummy cartridges for high-explosive cartridges), and the outside package is dropped on its end on to a foundation of solid rock or concrete from a height of four feet, the outside package must not open, nor rupture, nor must any portion of the contents escape therefrom.

F. In addition to standing the test in paragraph E, the design and construction of packages must be such as to prevent the occurrence in individual packages of defects that permit leakage of their contents under the ordinary conditions incident to transportation.

G. Violations of these regulations discovered in cars containing explosives, or in the loading or staying of packages, must be corrected before forwarding the car. A report of all serious violations, with a statement of apparent cause (such as defective packing, improper staying, rough treatment of car, &c.), must be made by the carrier to the Secretary of the Board of Railway Commissioners.

GROUPING.

H. For transportation purposes, all explosives are divided into the following groups:—

1. Forbidden explosives.
2. Black powder.
3. High explosives.
4. Smokeless powder.
5. Fulminates.
6. Ammunition.
7. Fireworks.

SECTION 1.—INFORMATION AND DEFINITIONS.

Group 1.—Forbidden Explosives.

(See paragraphs 1531 to 1536.)

1501. The following are forbidden explosives:—

(*a*) Liquid nitro-glycerin.

(*b*) Dynamite containing over 60 per cent of nitro-glycerin (except gelatine dynamite).

(*c*) Dynamite having an unsatisfactory absorbent, or one that permits leakage of nitro-glycerin under any conditions liable to exist during transportation or storage.

(*d*) Nitro-cellulose in a dry condition, in quantity greater than ten (10) pounds in one exterior package. (*See* pars. 1557 to 1560.)

(*e*) Fulminate of Mercury in bulk in a dry condition and fulminates of all other metals in any condition.

(*f*) Fireworks that combine an explosive and a detonator or blasting cap. (*See* pars. 1515 and 1644.)

Group 2.—Black Powder.

(See paragraphs 1541 to 1545).

1502. Black (or brown) Powder embraces all explosives, having a composition similar to that of ordinary gun-powder, such as carbonaceous material, sulphur, and a nitrate of sodium or potassium. This group includes rifle, sporting, blasting, cannon, and the prismatic powders.

Group 3.—High Explosives.

(See paragraphs 1551 to 1560).

1503. High Explosives are all explosives more powerful than ordinary black powder, except smokeless powders and fulminates. Their distinguishing characteristic is their susceptibility to detonation by a commercial detonator or blasting cap. Many high explosives are sensitive to percussion and friction. Examples of high explosives are the dynamites, picric acid, picrates, chlorate powders, and nitrate of ammonia powders.

Group 4.—Smokeless Powders.

(See paragraphs 1571 to 1579).

1504. Smokeless Powders are those explosives from which there is little or no smoke when fired. The group consists of smokeless powder for cannon and smokeless powder for small arms. Smokeless powder for cannon used in the United States at the present time consists of a nitro-cellulose colloid, and is safe to handle and transport. Smokeless powder for small arms may consist of nitro-cellulose, nitro-cellulose combined with nitro-glycerin, picrate mixtures, or chlorate mixtures.

Group 5.—Fulminate.

(See paragraphs 1591 to 1593.)

1505. This includes Fulminate of Mercury in bulk form—that is, not made up into percussion caps, detonators, blasting caps, or exploders.

Group 6.—Ammunition.

(See paragraphs 1601 to 1622.)

1506. Small-arms Ammunition consists usually of a paper or metalic shell, the primer powder charge, and projectile, the materials necessary for one firing being all in one piece, such as is used in sporting or fowling pieces, or in rifle, pistol practice, etc.

1507. Ammunition for Cannon embraces all fixed or separate-loading ammunition packed in a single package in which the projectile weighs one pound or over, and is usually transported only for Government use. When the component parts are packed in separate outside packages, such packages will be shipped as smokeless powder for cannon, explosive projectiles, projectiles, empty projectiles, primers, or fuzes. Igniters composed of black powder may be attached to packages in shipments of smokeless powder.

1508. Explosive Projectiles, or loaded shells for use in cannon, are not liable to be exploded except by fire of considerable intensity, and the flying fragments would then be very dangerous.

1509. Detonators is the technical name for articles such as blasting caps, the use of which is to cause explosions of a high order, or "detonations," This means the instantaneous conversion of the entire explosive into gas instead of the gradual conversion known as "combustion." Dynamite "detonates" and smokeless powder for cannon "burns."

1510. Blasting Caps contain from 5 to 50 grains of dry fulminate of mercury, or a similar substance, packed in a thin copper cup and fired by a slow-burning safety fuze. When a small "bridge" of fine wire is embedded in the fulminate, held by a sulphur cast, and arranged to fire the fulminate by heating the bridge by means of an electric current, the cap is called an "electric blasting cap," or "electric cap," or "electric exploder."

1511. Detonating Fuzes are used to detonate the high explosive bursting charges of projectiles or torpedoes. In addition to a powerful detonator they may contain several ounces of high explosive, such as picric acid or dry nitro-cellulose, all assembled in a heavy steel envelope, the flying fragments of which, in case of explosion, would be very dangerous. From their careful design, manufacture, and packing detonating fuzes are not liable to be exploded in transportation except by fire of considerable intensity.

1512. Primers. Percussion and Time fuzes are devices used to ignite the black powder bursting charges of projectiles, or the powder charges of ammunition. For small- arms ammunition the primers are usually called "small-arm primers" or "percussion caps."

Group 7.—Fireworks.

(See paragraphs 1641 to 1647.)

1513. Fireworks include everything that is designed and manufactured, primarily, for the production of pyrotechnic effects. They consist of common fireworks and special fireworks.

1514. Common Fireworks include all that depend principally upon nitrates to support combustion and not upon chlorates; that contain no phosphorus and no high explosive sensitive to shock and friction; that produce their effect through colour display rather than by loud noises. If noise is the principle object, the units must be small and of such nature and manufacture that they will explode separately and harmlessly, if at all, when one unit is ignited in a packing case. They must not be designed for ignition by shock or friction. Examples are Chinese firecrackers, Roman candles, pin wheels, coloured fires, serpents, railway fuses, flash powders, &c.,

1515. Special Fireworks include all that contain any quantity of red or white phosphorus, a fulminate, or other high explosive sensitive to shock or friction; or that contain units of such size that the explosion of one while being handled would produce a serious injury; or that require a special appliance or tool, mortar, holder, &c., for their safe use; or that may be exploded en masse in their packing cases; or that are intended for or may be ignited or exploded by shock or friction. Examples are giant firecrackers, bombs, salutes, toy torpedoes and caps, rockets, ammunition pellets fired in a special holder, railway torpedoes, &c.

SECTION II—CONDITIONS OF ACCEPTANCE AND SHIPMENT OF PACKAGES.

Group 1—Forbidden and Condemned Explosives.

1531. Forbidden explosives, as defined in paragraph 1501, and explosives condemned by the Bureau of Explosives of the American Railway Association, must not be accepted for shipment.

1532. Should any package of high explosives when offered for shipment show excessive dampness or be mouldy or show outward signs of any oily stain or other indication that absorption of the liquid part of the explosive is not perfect, or that

the amount of the liquid part is greater than the absorbent can carry, the packages must be refused in every instance. The shipper must substantiate any claim that a stain is due to accidental contact with grease, oil, or similar substance. In case of doubt, the package must be rejected. A shipment of leaking dynamite is liable to cause a disaster in spite of careful handling; and storage, especially in warm and damp magazines, tends to cause leakage. Carriers must, for these reasons, examine with more than usual care all packages that have been stored or are offered for shipment during the summer months.

Repacking of Dynamite.

1533. Condemned dynamite must not be repacked and offered for shipment unless the repacking is done by a competent person in the presence and with the consent of an inspector.

Disposition of Injured, Condemned and Stray Packages.

1534. Packages found injured or broken in transit may be recoopered when this is evidently practicable and not dangerous. A broken box of dynamite that can not be recoopered should be re-inforced by stout wrapping paper and twine, placed in another strong box, and surrounded by dry, fine sawdust, or dry and clean cotton waste, or elastic wads made from dry newspaper. A ruptured can or keg should be inclosed in a grain bag of good quality and boxed or crated. Injured packages thus protected and properly marked may be forwarded.

1535. Condemned packages of leaking dynamite should (1) be returned immediately to shipper if at point of shipment; or (2) disposed of to a dealer in dynamite, or other person who is competent and willing to remove them from railway property, if leakage is discovered while in transit; or (3) removed immediately by consignee if shipment is at destination.

When disposition can not be made as above, the leaking boxes must be packed in other boxes large enough to permit, and the leaking boxes must be surrounded by at least 2 inches of dry, fine sawdust, or dry and clean cotton waste, and be stored in station magazine or other safe place, until arrival of an inspector or other authorized person to superintend the destruction of the condemned material.

1536. When name and address of consignee are known, a stray shipment must be forwarded to its destination by the most practicable route, provided a careful inspection shows the packages to be in proper condition for safe transportation. Revenue and card waybills must be prepared, and on them must be written or stamped "Stray shipment, inspected at station, railway, 19 ," except in cases where authority can be obtained by wire from the original forwarding station to stamp these waybills "Shippers' certificate, file." (*See* par. 1668).

When a package in a stray shipment is not in proper condition for safe transportation (*see* par. 1534), or when name and address of consignee are unknown, disposition will be made as prescribed by paragraph 1535.

Group 2.—Black Powder.

1541. *Packing.*—Packages containing less than twelve and a half (12½) pounds of rifle, sporting, blasting, or cannon powders must be inclosed in a tight box, so that the filling holes of the packages will be up, and the boxes must be marked on top, as prescribed by paragraph 1544.

1542. Twelve and a half (12½) pounds or over of black or brown powder must be packed in packages that comply with General Rules D, E and F. Kegs less than 9 inches long must be boxed, as prescribed by paragraph 1541.

1543. *Weight.*—Packages must not weigh over 150 pounds gross.

1544. *Marking.*—Each outside package must be plainly marked, stamped, or stenciled to show the kind, "Black" or "Brown," and the use, "Blasting," "Rifle," "Cannon," "Mortar," &c.; as "Black Blasting Powder," "Black Rifle Powder," &c., Additional marks, trade names, &c., may appear if desired by shipper.

1545. *Car.*—A car containing shipments of black powder in any quantity must be certified and placarded as prescribed by pars. 1661 and 1666.

Group 3.—High Explosives.

1551. High explosives consisting of a liquid mixed with an absorbent material must have the absorbent (wood pulp or similar material), in sufficient quantity and of satisfactory quality, properly dried at the time of mixing; nitrate of soda must be dried at the time of mixing to less than one per cent of moisture; and the ingredients must be uniformly mixed so that the liquid will remain thoroughly absorbed under the most unfavourable conditions incident to transportation.

1552. Explosives containing nitroglycerin must have uniformly mixed with the absorbent material a satisfactory antacid which must be in quantity sufficient to have the acid neutralizing power of an amount of magnesium carbonate equal to one per cent of the nitroglycerin.

1553. *Packing.*—High explosives, containing more than 10 per cent of nitroglycerin, must be made into cartridges not exceeding 4 inches in diameter, or 8 inches in length (does not apply to gelatine dynamite), and must not be packed in bags or sacks. Bags or sacks of high explosives, containing not more than 10 per cent of nitroglycerin and not over 12½ pounds each of explosive, will be accepted as cartridges, but these bags must be strong and must be placed in the box with filling ends up. The covering of all cartridges, consisting of paper or other material, must be strong and so treated that it will not absorb the liquid constituent of the explosive.

1554. All boxes in which cartridges containing nitroglycerin are packed must be lined with a suitable material that is impervious to liquid nitroglycerin. Cardboard cartons closed at the bottom and made of strong and flexible material that is impervious to nitroglycerin form a satisfactory lining. At least one-quarter of an inch of dry sawdust or similar material must be spread over the bottom of the box before inserting the cartridges, and all the vacant space in the top must be filled with this material. The cartridges, except the bags or sacks authorized in paragraph 1553, must be so arranged in the boxes that when they are transported with the boxes top side up all cartridges will lie on their sides and never on their ends.

1555. The boxes must be strong (General Rules D, E, F), the lumber throughout must be sound and free from loose knots and, when made with lock corners, must not be less than one-half inch in thickness. When nailed boxes are used, the ends must not be less than 1 inch, nor the sides, top, and bottom less than one-half inch in thickness. The limits for thickness refer to the finished box and not to the undressed lumber.

1556. High explosives, containing no explosive liquid ingredient, and not having, with their normal percentage of moisture, a sensitiveness to percussion greater than measured by the blow delivered by an 8-pound weight dropping from a height of five (5) inches on a compressed pellet of the explosive, three hundredths of an inch in thickness and two-tenths of an inch in diameter, held rigidly between hard steel surfaces, as in the standard impact testing apparatus of the Bureau of Explosives of the American Railway Association, will be accepted for shipment when securely packed in bulk in tight packags that comply with General Rules D, E and F. These explosives may also be packed in cartridges, and must be so packed when their sensitiveness is greater than the above limit.

1557. *Dry Nitro-cellulose.*—Inside packages containing not more than one pound each of dry nitro-cellulose, wrapped in strong paraffined paper, or other suitable spark-

proof material, will be accepted for shipment if securely packed in an outside package that complies with General Rules D, E and F, and is marked as prescribed in paragraph 1559. Outside packages must not contain more than ten (10) pounds of dry nitro-cellulose.

1558. *Weights.*—High explosives containing an explosive liquid ingredient must not exceed sixty-five (65) pounds, gross weight, in one outside package.

High explosives containing no liquid explosive ingredient as defined in paragraph 1556, must not exceed 125 pounds, gross weight, in one outside package.

The gross weight of an outside package containing dry nitro-cellulose, packed as defined in paragraph 1557, must not exceed 35 pounds.

1559. *Marking.*—The boxes must be plainly marked on top and on one side or end "High Explosive—Dangerous." The top must be marked "This side up."

1560. *Car.*—For shipments of high explosives in any quantity, the car must be certified and placarded as prescribed in paragraphs 1661 and 1666.

Group 4.—Smokeless Powder.

Smokeless Powder for Cannon.

1571. *Packing.*—Smokeless powder for cannon must be packed in tight boxes free from loose knots and cracks, or in kegs, that comply with General Rules D, E and F.

1572. *Weight.*—Packages must not weigh over 152 pounds gross.

1573. *Marking.*—Each package must be plainly marked on top "Smokeless Powder for Cannon."

1574. *Car.*—Smokeless powder for cannon may be shipped in any box car in good condition. The car must be placarded "Inflammable" as prescribed by paragraph 1663.

Smokeless Powder for Small Arms.

1575. *Packing.*—Packages of less than nine (9) pounds of smokeless powder for small arms must be enclosed in a tight box so that the filling hole of each inside package will be up, and the box must be marked on top as prescribed by paragraph 1578.

1576.—Quantities of 9 pounds or over must be placed in packages that comply with General Rules D, E and F. Kegs less than 9 inches long must be boxed as prescribed by paragraph 1541.

1577. *Weight.*—Packages weighing over 31 pounds gross will not be received unless packed under the supervision of and shipped for the use of the Dominion Government.

Packages weighing not over 30 pounds gross each may be inclosed in an outside package, in which case the gross weight must not exceed 150 pounds.

1578. *Marking.*—Each outside package must be plainly marked on top "Smokeless Powder for Small Arms."

1579. *Car.*—Shipments of smokeless power for small arms in any quantity require a car to be certified and placarded as prescribed by paragraph 1661 and 1666.

Group 5.—Fulminate.

1591. *Packing.*—Fulminate of mercury in bulk must contain when packed not less than twenty-five (25) per cent of water, and must in this wet condition be placed in a bag made of heavy cotton cloth of close mesh equal in quality and weight to the cotton twill used for pockets in high-grade clothing. There must be placed inside the bag and over the fulminate a cap of the same cloth and of the diameter of the bag, and the bag must be tied securely and placed in a strong grain bag, which must in turn be tied securely and packed in the center of a cask or barrel in good condition and of

the kind used for shipment of alcohol. The grain bag must not contain more than 150 pounds dry weight of fulminate, and it must be surrounded on all sides by tightly packed sawdust not less than 6 inches thick. The cask or barrel must be lined with a heavy close-fitting jute bag closed by secure sewing to prevent escape of sawdust. After the barrel is properly coopered it must be filled with water, the bung sealed, and the barrel must be inspected carefully and all leaks stopped.

1592. *Marking.*—Each cask, or barrel, must be plainly marked "Wet Fulminate of Mercury—Dangerous."

1593. *Car.*—A car containing fulminate in any quantity must be certified and placarded as prescribed by paragraphs 1661 and 1666.

Group 6.—Ammunition.

Small Arms Ammunition.

1601. *Packing.*—Small arms ammunition must be packed in pasteboard or other boxes, and these pasteboard or other boxes must be packed in strong outside boxes.

Small arms ammunition in pasteboard or other boxes, and in quantity not exceeding a gross weight of 75 pounds, may be packed with non-explosive and non-inflammable articles and with small arms primers or percussion caps (*see* par. 1619), provided the shipment is certified (*see* par. 1668) and the outside package is marked as prescribed in paragraph 1602.

1602. *Marking.*—Each outside package or case must be plainly marked "Small Arms Ammunition."

1603. *Car.*—Small arms ammunition may be shipped in any box car which is in good condition, without the placard prescribed by paragraph 1663.

Ammunition for Cannon.

1604. *Packing.*—Ammunition for cannon must be well packed and properly secured in strong boxes provided with cleats or handles.

1605. *Marking.*—Each outside package must be plainly marked "Ammunition for Cannon—Explosive Projectiles," or "Ammunition for Cannon—Empty Projectiles," according as the projectiles do, or do not, contain a bursting charge.

1606. *Car.*—A car containing ammunition for cannon with explosive projectiles must be certified and placarded as prescribed by paragraphs 1661 and 1666. This is not required when projectiles are empty, but in this case cars must be protected by "Inflammable" placard, as prescribed by paragraph 1663.

Explosive Projectiles.

1607. *Packing.*—Explosive projectiles must be packed in strong boxes, and each projectile must be properly secured. When the gross weight does not exceed 150 pounds the box must be provided with cleats or handles.

1608. *Weight.*—The gross weight of a box containing more than one projectile must not exceed 150 pounds.

1609. *Marking.*—Each exterior package must be plainly marked "Explosive Projectile" or "Empty Projectile." No restrictions other than proper marking are necessary for the shipment of empty pojectiles.

1610. *Car.*—For explosive projectiles in any quantity the car must be certified and placarded as prescribed by paragraphs 1661 and 1666.

Blasting Caps.

1611. *Packing.*—Blasting caps contain such a sensitive and dangerous explosive that very efficient packing is necessary.

Blasting caps must be packed in strong tin receptacles in which they must fit snugly, and the caps must be closed securely by teats projecting from a plate of suitable elastic material placed inside the box and over the caps. Not more than 100 blasting caps must be packed in a single tin box. All separate tin boxes must then be packed snugly in paper or pasteboard cartons, and these must be packed in an inside box made of sound lumber not less than three-eights of an inch in thickness (except in cases where it is made of hardwood with re-enforced corners, and the lid securely fastened down with at least four strong wires bound around the box, in which case the lumber must not be less than three-sixteenths of an inch in thickness.) This inside wooden box must then be packed in an outside box made of sound lumber not less than one inch in thickness and free from loose knots and cracks. Tightly packed sawdust or excelsior, at least one inch thick at all points, must separate the inside from the outside wooden box. More than 20,000 blasting caps must not be placed in one outside package.

If the outside box is to contain not more than 5,000 caps, the inside box may be omitted, and the outside box may be made of ½-inch lumber; but in this case the tin boxes in pasteboard cartons must be separated from the outside box at all points by at least one inch of tightly packed sawdust or excelsior. One tin box containing not more than 100 caps may be packed with safety fuze. (Par. 1648).

Electric blasting caps must be packed in pasteboard cartons containing not more than 50 caps each. These cartons must be packed in a wooden box made of lumber not less than ½-inch in thickness.

All boxes containing more than 5,000 blasting caps or weighing more than 50 pounds, gross weight, must be provided with cleats or handles, and all lids must be securely fastened.

1612. *Weight.*—The gross weight of an outside package containing blasting caps or electric blasting caps must not exceed 150 pounds.

1613. *Marking.*—Each outside package must be plainly marked "Blasting Caps—Handle Carefully," or "Electric Blasting Caps—Handle Carefully." In addition each box must bear the marking, "Do not store or load with any high explosive."

1614. *Car.*—Certificate and placard as prescribed by paragraphs 1661 and 1666 are required for shipments of blasting caps in any quantity, except that a shipment of not more than 100 balsting caps may be transported in a box car in good condition without car certificate or placard.

Detonating Fuzes.

1615. *Packing.*—Detonating fuzes must be packed in strong tight boxes, provided with cleats or handles, and each fuze must be well secured.

1616. *Weight.*—The gross weight of one outside package must not exceed 150 pounds.

1617. *Marking.*—Each outside package must be plainly marked "Detonating Fuzes—Handle Carefully."

1618. *Car.*—A car containing detonating fuzes in any quantity must be certified and placarded as prescribed by paragraphs 1661 and 1666.

Primers, Percussion and Time Fuzes.

1619. *Packing.*—Primers, percussion and time fuzes must be packed in strong, tight boxes, with special provision for securing individual packages of primers and fuzes against movement in the box.

Small arms primers, containing anvils, must be packed after December 31, 1909, in cellular packages with partitions separating the layers and columns of primers, so that the explosion of a portion of the primers in the completed shipping package will not cause the explosion of all of the primers.

Percussion caps may be packed in metal or other boxes containing not more than 500 caps, but the construction of the cap, and the kind and quantity of explosives in each, must be such that the explosion of a part of the caps in the completed shipping package will not cause the explosion of all of the caps.

Small arms primers and percussion caps may form a part of the gross weight of 75 pounds of small arms ammunition that may be packed with other articles as authorized by paragraph 1601.

1620. *Weight.*—The gross weight of one outside package must not exceed 150 pounds.

1621. *Marking.*—Each outside box must be plainly marked "Small Arms Primers—Handle Carefully," or "Percussion Caps—Handle Carefully," or "Cannon Primers—Handle Carefully," or "Combination Primers—Handle Carefully," or "Percussion Fuzes—Handle Carefully," or "Combination Fuzes—Handle Carefully," &c.

1622. *Car.*—Primers, percussion and time fuzes may be shipped in a box car which is in good condition without the placard prescribed by par. 1663.

Group 7.—Fireworks.

Common Fireworks.

1641. *Packing.*—Common fireworks must be in a finished state, exclusive of mere ornamentation, as supplied to the retail trade, and must be securely packed in strong, tight, spark-proof boxes.

1642. *Marking.*—Each outside package must be plainly marked "Common Fireworks—Keep Fire away."

1643. *Car.*—Common fireworks may be shipped in a box car which is in good condition (par. 1663), but they must not be loaded in the same car with explosives or with inflammable articles (par. 1680).

A car containing any quantity of common fireworks must be protected by the "Inflammable" placard. (*See* par. 1663).

Special Fireworks.

1644. *Packing.*—Special fireworks must be in a finished state, exclusive of mere ornamentation, as supplied to the retail trade, and must not contain a blasting cap or detonator. (*See* par. 1501 [*f*].) They must be securely packed in strong, tight, spark-proof boxes, that comply with General Rules D, E and F, provided with cleats or handles.

1645. *Weight.*—The gross weight of one outside package containing special fireworks must not exceed 200 pounds.

1646. *Marking.*—Each outside package, if it contains special or a mixture of common and special fireworks, must be plainly marked, "Special Fireworks—Handle Carefully—Keep Fire away."

1647. *Car.*—Special fireworks may be shipped in any box car which is in good condition (par. 1663), but they must not be loaded in the same car with explosives or inflammable articles (par. 1680). A car containing any quantity of special or other fireworks must be protected by the "Inflammable" placard. (*See* par. 1663).

Safety Fuze and Safety Squibs.

1648. Safety fuze and safety squibs, when properly boxed or packed in barrels, may be accepted for shipment and loaded in any car with any other kind of an explosive or inflammable substance, or with other freight. If blasting caps are packed with safety fuze the outside package must be marked as prescribed by paragraph 1613. (*See* par. 1611.)

Section III.—Selection and Preparation of Cars.

1661. The safe transportation of explosives depends very largely upon the kind and condition of the car in which they are loaded.

For the transportation of—

Black or brown powder,
High explosives,
Smokeless powder for small arms,
Fulminates,
Blasting caps,
Electric blasting caps,
Ammunition for cannon—explosive projectiles,
Explosive projectiles, or
Detonating fuzes,

only certified and placarded box cars may be used. (*See* pars. 1662 and 1666).

1662. Certified cars must be inspected inside and outside, and must conform to the following specifications:—

(*a*) Not less than 60,000 pounds capacity. Steel underframe box cars or other cars with friction draft gear, should be used when available. On narrow-gauge and other railroads, all of whose freight cars are of less than 60,000 pounds capacity, explosives may be transported in cars of less than that capacity, provided the cars of greatest capacity and strength are used for this purpose.

(*b*) Must be equipped with air brakes and hand brakes in condition for service.

(*c*) Must have no loose boards or cracks in the roof, sides, or ends.

(*d*) The doors must shut so closely that no sparks can get in at the joints, and, when necessary, they must be stripped. The stripping for flush doors should be on the inside and nailed to the door frame, where it will form a shoulder against which the closed door is pressed. The opening under the doors should be similarly closed.

(*e*) The journal boxes and trucks must be carefully examined and put in such condition as to reduce to a minimum the danger of hot boxes or other failure necessitating the setting off of the car before reaching destination. The lids or covers of journal boxes must be in place.

(*f*) The car must be carefully swept out before it is loaded. Holes in the floor or lining must be repaired, and special care taken to have no projecting nails or bolts or exposed pieces of metal which may work loose, or produce holes in packages of explosives during transit.

(*g*) When the car is to be fully loaded with explosives, or when explosives are loaded over exposed draft bolts or king-bolts, these bolts must have short pieces of solid, sound wood (2-inch plank) spiked to the floor over them to prevent possibility of their wearing into the packages of explosives.

(*h*) The roof of the car must be carefully inspected from the outside for decayed spots, especially under or near the running board, and such spots must be covered to prevent their holding fire from sparks. A car with a roof generaly decayed, even if tight, must not be used.

(*i*) When explosives are to be carried in a "way car"* one should be selected with flush doors in good condition, or with doors fitting so tightly that stripping will not be necessary.

(*k*) The carrier must have car examined to see that it is properly prepared, and must have a "Car Certificate" signed in triplicate upon the prescribed form (par. 1665) before permitting the car to be loaded.

(*l*) Cars not in proper condition, as above specified, must not be furnished to the shipper, or used for the transportation of explosives.

* A "way car" is one from which shipments are unloaded by the train crew.

1663. Carload or less than carload lots of:—

Small arms ammunition,
Primers,
Percussion fuzes,
Time or combination fuzes,
Ammunition for cannon—empty projectiles,
Smokeless powder for cannon, or,
Fireworks,

may be loaded in any box car which is in good condition, into which sparks cannot enter, and whose roof is not in danger of taking fire through unprotected decayed wood. These cars may be used without being certified and placarded as prescribed by paragraphs 1661 and 1666; but cars containing—

Ammunition for cannon—empty projectiles,
Smokeless powder for cannon, or
Fireworks,

must be protected by the "Inflammable" placard (*see* par. 1868), and the doors must be stripped when necessary.

Placarding of Cars and Certification of Contents.

1664. Uniform practice is important and the prescribed forms of car certificates and placards must be used.

1665. *Car Certificate.*—The following certificate (prescribed by par. 1662k), printed on strong tagboard measuring 7 by 7 inches, must be duly executed in triplicate by the carrier, and by the shipper if he loads the shipments. The original must be filed by the carrier at the forwarding station, and the other two must be attached to the outside of the car doors, one on each side, the lower edge of the certificate 4½ feet above the floor level.

Car Certificate.

No. 1.

. . . . . Station,

. . . . . 19. . . .

I hereby certify that I have this day personally examined. . . . . Car No. . . . . , and that the roof and sides have no loose boards, holes or cracks, or unprotected decayed spots liable to hold sparks and start a fire; that the king-bolts or draft bolts are properly protected, and that there are no uncovered irons or nails projecting from the floor or sides of the car which might injure packages of explosives; also, that the floor is in good condition and has this day been cleanly swept before the car was loaded; that I have examined all the axle boxes, and that they are properly covered, packed, and oiled, and that the air brakes and hand brakes are in condition for service.

. . . . . .

No. 2. . . . . Station.

. . . . . 19. . . .

I hereby certify that I have this day personally examined the above car, that the floor is in good condition and has been cleanly swept, and that the roof and sides have no loose boards, holes, cracks, or unprotected decayed spots liable to hold sparks and start a fire; that the king-bolts and draft-bolts are protected, and that there are no uncovered irons or nails projecting from the floor or sides of the car which might injure packages of explosives; that the explosives in this car have been loaded and stayed, and that the car has been placarded according to paragraphs 1661, 1666, and

1674 to 1683, inclusive, of the Regulations for the Carriage of Explosives prescribed by the Board of Railway Commissioners for Canada; that the doors fit so tightly or have been stripped so that sparks cannot get in at the joints or bottom.

.....

.....

NOTE.—Both certificates must be signed; Certificate No. 1 by the representative of the carrier. For all shipments loaded by the shipper he, or his authorized agent, and the representative of the carrier, must sign Certificate No. 2. When the car is not loaded by shipper Certificate No. 2 must be signed only by the representative of the carrier. A shipper should decline to use a car not in proper condition.

1666. *Placard.*—Each car containing any of the explosives specified in paragraph 1661, and in any quantities, must be protected by attaching to the outside of the car on both sides and ends, the lower edge 4½ feet above the car floor, a standard placard, 12 by 14 inches, on which will appear in conspicuous red and black printing, on strong tag board, the following notice:

EXPLOSIVES.

(To be printed in red).

HANDLE CAREFULLY.

KEEP FIRE AWAY

(To be printed in red).

.....Station....., 19..... .

CONDENSED RULES FOR HANDLING THIS CAR.

1. This car must not be placed in a passenger or mixed train.

2. Cars containing explosives must be near centre of train and may be together if desired; must be at least fifteen cars from engine and ten cars from caboose, when length of train will permit.

3. Cars containing explosives must be placed between box cars which are not loaded with inflammable articles, charcoal, cotton, acid, lumber, iron pipe, or other articles liable to break through end of car from rough handling.

4. A steel underframe car containing explosives may be placed between steel hopper cars in train.

5. The air and hand brakes on this car must be in service.

6. In shifting have a car between this car and engine whenever possible, and do not cut this car off while in motion.

7. Avoid all shocks to this car and couple carefully.

8. Avoid placing it near a possible source of fire.

9. Engines on parallel track must not be allowed to stand opposite or near this car when it can be avoided.

1667. A car containing any of the explosives (as prescribed in par. 1661), must not be permitted to leave a station or siding without having the certificates and placard prescribed in paragraphs 1665 and 1666 securely and properly affixed.

1668. *Shippers' Certificate.*—Before any package containing one or more of the following articles:—

Black or brown powder.
High explosives.
Smokeless powder for cannon.
Smokeless powder for small arms.
Small-arms ammunition.
Fulminates.
Ammunition for cannon—explosive projectiles.
Ammunition for cannon—empty projectiles.
Explosive projectiles.
Empty projectiles.
Detonating fuzes.
Blasting caps.
Electric blasting caps.
Primers (naming kind).
Percussion fuzes.
Time or combination fuzes.
Common or special fireworks.
Sofety fuze, or
Safety squibs,

can be accepted, the shipper must prepare and deliver to the carrier a shipping order on which each article is entered under its proper name, as specified in this paragraph; and over the signature of shipper or his duly authorized agent, must be printed, written, or stamped, and made part of the shipping order, the following certificate:—

This is to certify that the above articles are properly described by name, and are packed and marked and are in proper condition for transportation, according to the regulations prescribed by the Board of Railway Commissioners for Canada.

The carrier must see that the shipment is properly described, and that the correct gross weight is given on the revenue way-bill. The carrier must also cause to be written or stamped on the face of the card and revenue way-bill: "Shippers' Certificate on File with Initial Carrier."

The card way-bill, for a car containing any quantity of the explosives named in paragraph 1661, must also have plainly stamped across the top the word "Explosives."

1669. The carrier must see that the shipping order for explosives is kept at stations where the shipments originate on a separate file, together with all original car certificates that pertain to that station. The duplicate and triplicate car certificates taken from cars unloaded at any station may be destroped if there are no violations of these regulations to report. (*See* par. G., General Rules).

Shipments from Connecting Lines.

1670. Cars containing explosives as specified in paragraph 1661 which are offered by connecting lines must be carefully inspected, without unnecessary disturbance of lading, by the receiving railway company to see that these regulations have been complied with, and the car must not be forwarded until all discovered violations are corrected.

Shipments of explosives offered by connecting steamship lines must comply with these regulations, and revenue way-bill must bear the indorsements prescribed by paragraph 1668.

Handling of Explosives.

1671. In handling packages of explosives at stations and in cars the greatest care must be taken to prevent their falling or getting shocks. They must not be thrown, dropped, nor rolled.

1672. The carrier must choose careful men to handle explosives, see that the platform and the feet of the men are as free as possible from grit, and must take all possible precautions against fire. Unauthorized persons must not be allowed to have access to explosives at any time while they are in the custody of the carrier. Suitable provision must be made, outside of the station, when practicable, for the safe storage of explosives, and every effort possible must be made to reduce the time of this storage. Prompt removal by consignee must be enforced, to avoid unnecessary danger.

1673. Shipments of high explosives and powder should not be unloaded at a non-agency station unless the consignee is there to receive them, or unless satisfactory storage facilities are provided at that point for their protection.

Loading in Car.

1674. Boxes of explosives when loaded in the car must rest on their bottoms. A car must not contain more than 70,000 pounds gross weight of explosives. This limit does not apply to shipments of ammunition.

1675. Explosives packed in round kegs, except when boxed, must be loaded on their side with heads toward ends of the car; and they must not be placed in the space opposite the doors unless the doorways are boarded on the inside as high as the lading.

Large casks, barrels, or drums may be loaded on their sides or ends as will best suit the conditions.

1676. Packages containing any of the explosives for the transportation of which a certified and placarded car is prescribed (par. 1661) must be stayed (blocked and braced) by whoever loads the car, to prevent change of position by the ordinary shocks incident to transportation. Special care must be used to prevent them from falling to the floor, or from having anything fall on them during transit. To prevent delays to way-freight trains, when there is more than one shipment of explosives loaded in a "peddle" or "way car," each shipment should be stayed separately. If the staying is broken down to unload a shipment of explosives, the remaining packages must be restayed.

1677. Detonating fuzes or blasting caps, or electric blasting caps, must not be loaded in a car or stored with high explosives of any kind, including explosive projectiles, nor with wet nitro-cellulose, nor with smokeless powder for small arms.

1678. Fulminate in bulk must not be loaded with any explosive or inflammable article.

1679. When necessary, detonating fuzes may be assembled in explosive projectiles shipped by the Dominion Government.

1680. Fireworks must not be loaded in the same car with any other explosive or inflammable substance, except small-arms ammunition, primers, percussion fuzes, time or combination fuzes, safety fuze and safety squibs.

1682. Inflammable substances, acids, matches, fireworks, drugs, chemicals, and cylinders containing compressed gases in liquid or gaseous state, whether protected by labels or not, must not be placed in a car containing explosives (except small-arms ammunition, primers, percussion fuzes, time or combination fuzes, safety fuze and safety squibs); nor must explosives be stored on railway property near these articles.

When practicable, certain and separate days should be assigned for receiving from shippers less than carload lots of explosives.

1683. In a car containing explosives all packages of other freight must be so loaded and stayed as to prevent all injury of packages of explosives during transit. When it is possible, explosives should be loaded so as to avoid transfer stations.

At stations where it is necessary to handle explosives at night it is recommended that incandescent electric lights be provided.

HANDLING CARS CONTAINING EXPLOSIVES.

1684. Cars containing explosives must not be hauled in a passenger or mixed train. The phrase "cars containing explosives" as used in this and subsequent paragraphs, excepting paragraph 1697 refers to the explosives specified in paragraph 1661.

1685. *Expediting Shipments of Explosives.*—Every possible effort must be made to expedite the movement of cars containing explosives.

1686. *In Through Road Trains.*—Cars containing explosives must be placed near the centre of the train, and two or more such cars may be placed together if desired. They must be at least fifteen (15) cars from the engine and ten (10) cars from the caboose when length of train will permit.

Such cars must be placed between box cars which are not loaded with inflammable articles, charcoal, cotton, acid, lumber, iron, pipe, or other articles liable to break through end of car from rough handling.

When explosives are loaded in steel underframe cars, such cars may be placed in train between steel hopper cars. All cars containing explosives must have air and hand brakes in service.

1687. *In Shifting and Local Freight Trains.*—Cars containing explosives must be coupled in the air service and placed as near the centre of the train as possible.

1688. *Handling in Yards.*—When handling cars containing explosives in yards or on sidings, they must, unless it is practically impossible, be coupled to the engine protected by a car between, and they must never be cut off while in motion.

They must be coupled carefully and all unnecessary shocks must be avoided. Other cars must not be allowed to strike a car containing explosives. They must be so placed in yards or on sidings that they will be subject to as little handling as possible, removed from all danger of fire, and, when avoidable, engines on parallel tracks must not be allowed to stand opposite or near them.

1689. Under no circumstances must a car known to require the "Explosives" placard be taken from a station, including transfer stations, or a siding, unless it is properly carded as per paragraphs 1661 and 1666, nor unless the car is in proper condition.

1690. When a car containing explosives is in a train, the carrier must make proper provision for notifying its train and engine employees of the presence and location of such car in the train before it leaves the initial station.

1691. Such cars must be frequently inspected to see that the carding is intact. Whenever any of these cards become detached or lost in transit they must be replaced on arrival at the next division terminal yard.

1692. Unless otherwise arranged for, when a car containing explosives is to be transferred, unloaded, or stored for any purpose, at a given junction, station or yard, the carrier must provide for due notice to such station, by wire, of the probable time of arrival and the number of cars (not car numbers), in order that proper provision may be made at that point for handling the same.

1693. At points where trains stop, cars containing explosives and adjacent cars must be examined to see if they are in good condition and free from hot boxes or other defects liable to cause damage. If cars containing explosives are set out short of destination for any cause, the carrier must arrange that proper notice be given to prevent accident.

1694. Whenever a car containing explosives is opened for any purpose, inspection must be made of the packages of explosives to see that they are properly stayed and in good condition, and that no box of dynamite is standing on its end or side. Upon the discovery of leaking dynamite or loose powder the defective packages must be carefully removed to a safe place. Loose powder or other explosives must be swept up and carefully removed. If the floor it wet with nitro-glycerine, the car is unsafe to

use, and the proper official should be immediately called to superintend the thorough mopping and washing of the floor with a warm, saturated solution of concentrated lye or sodium carbonate. If necessary, the car must be placed on an isolated siding and proper notice given. (*See* pars. 1534 and 1535).

1695. The certificates and placards prescribed in pars. 1665 and 1666 must be removed from the car as soon as the explosives are unloaded.

1696. Carriers must see that all shippers of explosives in their territory are furnished with copies of these regulations.

IN CASE OF A WRECK.

1697. In case of a wreck involving a car containing explosives, the first and most important precaution is to prevent fire. Although most of the group, "high explosives" may burn in small quantities quietly and without causing a disastrous explosion, yet everything possible must be done to keep fire away. Before beginning to clear a wreck in which a car containing explosives is involved, all unbroken packages should be removed to a place of safety, and as much of the broken packages as possible gathered up and likewise removed, and the rest saturated with water. Many explosives are readily fired by a blow, or by the spark produced when two pieces of metal or a piece of metal and a stone come violently together. In clearing a wreck, therefore, care must be taken not to strike fire with tools, and in using the crane or locomotive to tear the wreckage to pieces the possibility of producing sparks must be considered. With most explosives thorough wetting with water practically removes all danger of explosion by spark or blow; but with the dynamites, wetting does not make them safe from blows. With all explosives, mixing with wet earth renders them safer from either fire, spark or blow. In case "fulminate" has been scattered by a wreck, after the wreck has been cleared the top surface of the ground should be removed, and, after saturating the area with oil, replaced by fresh earth. If this is not done, when the ground and fulminate become dry, small explosions may occur when the mixed material is trodden on or struck.

1868. A white placard, of diamond shape, printed on strong tagboard, measuring 15 inches on each diagonal, and bearing in red and black letters the following inscription, "INFLAMMABLE—KEEP LIGHTS AND FIRES AWAY—HANDLE CAREFULLY," must be placed on each outside end and side of a car containing any quantity of Smokeless Powder for Cannon, or Ammunition for Cannon with Empty Projectiles, or Fireworks.

EXCEPTION.

PROVIDED THAT explosives packed in conformity with the laws of the United Kingdom of Great Britain and Ireland relating thereto, and handled, loaded and carried by routes entirely within Canada, in accordance with the Regulations herein prescribed, may be carried from the port of importation to the destination in Canada, or through Canada for furtherance to a foreign country other than the United States of America; or from the Canadian destinations aforesaid, or from the place of manufacture in Canada, for export in either case to a foreign country other than the United States of America.

AND IT IS FURTHER ORDERED that the regulations herein prescribed, except otherwise indicated therein, shall come into force not later than the first day of November, 1909.

(Signed) D'ARCY SCOTT,
Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 47.

Order No. 8137.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

TUESDAY, the 14th day of September, A.D. 1909.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN THE MATTER OF the practice of certain railway companies of removing the planking at highway and farm crossings during the winter months and in the matter of sections 2, 30, 235 and 253 of the Railway Act. File 9558.

UPON the report and recommendation of the Chief Engineer of the Board.
IT IS ORDERED—

1. That in the operation of railway lines where the snowfall is such as to require the running of snowploughs or flangers, the company may remove the planks from farm crossings; Provided that no such planks shall be so removed unless necessary, and shall be replaced by the company in the spring, or as soon as the snow is off the ground.

2. That where it is necessary to operate snow ploughs or flangers over highway crossings upon railway lines, railway companies may remove one plank next to the inside of each rail, the same to be replaced in the spring or as soon as the snow is off the ground.

3. That the Order of the Board No. 6255, dated the 10th day of February, 1909, be, and it is hereby, rescinded.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 48.

Order 8145.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

TUESDAY, the 14th day of September, A.D. 1909.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN THE MATTER OF the equipment by the railway companies of their freight vans with coupler-operating levers and of the cupolas of their cabooses with air-guages and air controlling valves. File 9000. Case 4294.

UPON the report and recommendation of an Inspector of the Board; and upon the hearing of Counsel for the Grand Trunk, the Canadian Pacific, the New York Central, the Michigan Cetnral, and the Boston and Maine Railway Companies, and what was alleged at the hearing—

IT IS ORDERED that the railway companies subject to the legislative authority of the Parliament of Canada, operating railways by steam power, each equip, before the first day of April, 1910, its freight vans with coupler-operating levers, and the cupolas of its cabooses with air-gauges and air-controlling valves.

And it is further ordered that every such railway company be liable to a penalty of a sum not exceeding twenty-five dollars for every failure to comply with the foregoing regulations within the time for their coming into force and thereafter.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 49.

File 9690. Case 4704.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Order No. 8392, dated Thursday, the 7th day of October, A.D. 1909.

RULES FOR WIRES CROSSING RAILWAYS.

NOTICE TO APPLICANTS: Send to the Secretary of the Board with the application, three copies of a drawing containing plan and profile views of the crossing. Also send proof that the railway company has been served with a copy of the application and drawing.

MAKE THE DRAWING SHOW:—

(*a*) The location of the poles or towers, or the location of the underground conduit in relation to the track; the dimensions of poles or towers; and the material or materials of which they are made.

(*b*) The proposed number of wires or cables, the distances between them and the track, and the method of attaching the conductors to the insulators.

(*c*) The location of all other wires to be crossed, and their supports.

(*d*) The maximum potential, in volts, between wires, the potential between the wires and the ground, and the maximum current, in amperes, to be transmitted.

(*e*) The kinds and sizes of wires or conductors to be used at the crossing.

(*f*) On circuits of 10,000 volts, or over, the method of protecting the conductors from arcs at the insulators.

(*g*) The number of insulators supporting the conductors at the crossing. (*See* also "J" in Specifications).

N.B.—Place a distinguishing name, number, date and signature upon the drawing. Mark the exact location of the proposed crossing upon the drawing, so that the crossing can readily be identified.

"A"

STANDARD CONDITIONS AND SPECIFICATIONS FOR WIRE CROSSINGS.

Adopted and confirmed by Order of the Board No. 8392, dated October 7th, 1909.

PART I:—OVER-CROSSINGS.

CONDITIONS:—

1. The applicant shall, at its or his own expense, erect and place the lines, wires, cables, or conductors authorized to be constructed across the said railway, and shall at all times, at its own expense, maintain the same in good order and condition at the height shown on the drawing, and in accordance with the specifications hereinafter set forth, so that at no time shall any damage be caused to the company owning, operating, or using the said railway, or to any person lawfully upon or using the same, and shall use all necessary and proper means to prevent any such lines, wires, cables, or conductors from sagging below the said height.

2. The applicant shall at all times wholly indemnify the company owning, operating, or using the said railway, of, from, and against all loss, cost, damage, and expense to which the said railway company may be put by reason of any damage or injury to person or property caused by any of the said wires or cables or any works or appliances herein provided for not being erected in all respects in compliance with the terms and provisions of this Order, as well as any damage or injury resulting from the imprudence, neglect, or want of skill of the employees or agents of the applicant.

3. No work shall at any time be done under the authority of this Order in such a manner as to obstruct delay, or in any way interfere with the operation or safety of the trains or traffic of the said railway.

4. Where, in effecting any such crossing, it is necessary to erect poles between the tracks of the railway, the applicant, before any work in connection with such crossing is begun, shall give the railway company owning, operating, or using the said railway, at least seventy-two hours' prior notice thereof in writing, and the said railway company shall be entitled to appoint an inspector, under whose supervision such work shall be done, and whose wages, at a rate not to exceed three dollars per day, shall be paid by the applicant. When the applicant is a municipality and the crossing is on a highway under its jurisdiction, the wages of the inspector shall be paid by the railway company.

4—*a*. It shall not, however, be necessary for the applicant to give prior notice in writing to the railway company as above provided in regard to necessary work to be done in connection with the repair or maintenance of the crossing, when such owrk becomes necessary through an unforeseen emergency.

5. Where wires or cables to be erected across the railway are to be carried above, below, or parallel with existing wires, at the crossing, either within the span to be constructed across the railway or within the span next thereto on either side, such additional precautions shall be taken by the applicant as an engineer of the Board shall consider necessary.

6. Nothing in these conditions shall prejudice or detract from the right of the company owning, operating, or using the railway to adopt at any time the use of electric or other motive power, and to place and maintain over, upon, or under its right of way, such poles, lines, wires, cables, pipes, conduits, and other fixtures and appliances as may be necessary or proper for such purpose. Liability for the cost of any removal, change in location or construction of the poles, lines, wires, cables, or other fixtures or appliances erected by the applicant over or under the tracks of the said railway company, rendered necessary by any of the matters referred to in this paragraph shall be fixed by the Board on the application of any party interested.

7. Any disputes arising between the applicant and the said railway company as to the manner in which the said wires or cables are being erected, placed, maintained, used, or repaired, shall be referred to an engineer of the Board, whose decision shall be final.

8. The wires or cables of the applicant shall be erected, placed and maintained across the said railway in accordance with the drawing approved by the Board and the specifications following. If the drawing and specifications differ, the latter shall govern unless a specific statement to the contrary appears in the Order of the Board.

9. In every case in which the line of a railway company shall be constructed under the wires or cables of a telegraph or telephone company, the construction of the telegraph or telephone company shall be made to conform to the foregoing specifications, and any changes necessary to make it so conform shall be made by the telegraph or telephone company at the cost and expense of the railway company.

OVER-CROSSINGS.

Specifications.

A. *Labelling of Poles.*—Poles, towers, or other wire-supporting structures on each side of and adjacent to railway crossings, to be equipped with durable labels showing (*a*) the name of the company or individual owning or maintaining them, and (*b*) the maximum voltage between conductors; the characters upon the labels to be easily distinguished from the ground.

B. *Separate Lines.*—Two or more separate lines for the transmission of electrical energy shall not be erected or maintained in the same vertical plane. The word "lines," as here used, to mean the combination of conductors and the latter's supporting poles, or towers, and fittings.

C. *Location of Poles, &c.*—Poles, towers, or other wire-supporting structures to be located wherever possible a distance from the rail not less than equal to the length of the poles or structures used. Poles, towers, or other wire-supporting structures must under no consideration be placed less than 12 feet from the rail of a main line, or less than 6 feet from the rail of a siding. At loading sidings, sufficient space to be left for driveway.

D. *Setting and Strength of Poles.*—Poles less than 50 feet in length to be set not less than 6 feet and poles over 50 feet not less than 7 feet in solid ground. Poles with side strains to be reinforced with braces and guy wires. Poles to be at least 7 inches in diameter at the top. Mountain cedar poles to be at least 8 inches at the top. In soft ground poles must be set so as to obtain the same amount of rigidity as would be obtained by the above specifications for setting poles in solid ground. When the crossing is located in a section of the country where grass or other fires might burn them, wooden poles to be covered with a layer of some satisfactory fire-resisting material, such as concrete at least two inches thick, extending from the butt of the pole for a distance of at least 5 feet above the level of the ground. Wooden structures to have a safety factor of five.

E. *Setting and Strength of Other Structures.*—Towers or other structures to be firmly set upon stone, metal, concrete, or pile footings or foundations. Metal and concrete structures to have a safety factor of 4.

F. *Length of Span.*—Span must be as short as possible consistent with the rules of setting and locating of poles and towers.

G. *Fitting of Wooden Poles for Telegraph, Telephone, or low Tension Lines.*—The poles at each side of a railway must be fitted with double cross-arms, dimensions not less than 3 inches by 4 inches, each equipped with 1¼-inch hardwood pins nailed in arms or some stronger support and with suitable insulators; cross-arms to be securely fastened to the pole in a gain by not less than a ⅝-inch machine-bolt through the pole; arms carrying more than two wires or carrying a cable must be braced by two stiff iron or substantial wood braces fastened to the arms by ⅜-inch or larger carriage bolts, and to the pole by a ⅜-inch or larger bolt.

H. *Fittings of all Poles, Towers, or other Structures.*—All wire-supporting structures to be equipped with fittings satisfactory to an engineer of the Board.

I. *Guards.*—Where cross-arms are used, an iron hook guard to be placed on the ends of and securely bolted to each. The hooks shall be so placed as to engage the wire in the event of the latter's detachment from the insulators.

J. *Insulators.*—All wires or conductors for the transmission of electrical energy across a railway to be supported by and securely attached to suitable insulators.

Wires or conductors in 10,000-volt (or higher) circuits, to be supported by insulators capable of withstanding tests of two and one-half times the maximum voltage to be employed under operating conditions. An affidavit describing the tests to which the insulators have been subjected and the apparatus employed in the tests shall be supplied by the applicant. The tests upon which reports are required are as follows:—

J-a. *Puncture Test.*—The insulators having been immersed in water for a period of 7 days, immediately preceding and ending at the time of the test, to be subjected for a period of five minutes to a potential of two and one-half (2½) times the maximum potential of the line upon which they are to be installed.

J-b. *Flash-over Test.*—State the potential that was employed to cause arcing or flashing across the surface of the insulator between the conductor and the insulator's point of support when the surface was (1) dry, and (2) wet.

K. *Height of wires: (a) Low Tension Conductors.*—The lowest conductor must not be less than 25 feet from top of rail for spans up to 145 feet; 2½ feet additional clearance of rails or other wires must be given for every twenty feet or fraction thereof additional length of span. The words "low tension," as here used, to mean conductors for telegraph, telephone, and kindred signal work, as well as conductors connected with grounded secondary circuits of transformers.

K-b. All primary conductors, ungrounded secondaries and railway feeders to be maintained at least 30 feet above the top of rail, except where special provisions are made for trolley wires.

K-c. High tension conductors, those between which a potential of 10,000 volts or over is employed, to be maintained at least 35 feet above the top of rail.

L. *Clearances.*—Safe clearances between all conductors to be maintained at all times. The following distances to be provided wherever possible: at least 3 feet clearance between low tension wires; at least 5 feet between low tension wires, primaries, ungrounded secondaries, and railway feeders employing less than 10,000 volts; at least 10 feet between high tension wires and all other lines.

M. *Guy Wires.*—Guy wires at railway crossings to be at least as strong as 7 strand No. 16 Stub's or New British Standard gauge galvanized steel wire, and to be clearly indicated as guy wire on the drawing accompanying the application. One or more strain insulators to be placed in all guy wires; the lowest strain insulator to be not less than 8 feet above the ground.

N. *Wires and other Conductors.*—N-a. Where open telephone, telegraph, signal or kindred low tension wires are strung across a railway this stretch to consist of copper wire not less than No. 13 New British Standard gauge, .092 inch in diameter. Wire to be tied to insulators by a soft copper tie-wire, not less than 20 inches in length and of the same diametaer as line wire.

N-b. Where No. 9 B. W. G. or larger, galvanized iron wire is employed in a circuit, and where there is no danger of deterioration from smoke or other gases, the use of this wire may be continued at the crossing.

N-c. Where a number of rubber covered wires are strung across a railway, they may be made up into a cable by being twisted on each other or sewn with marline, which must be tied every three inches, and the whole securely fastened to the poles by marline.

N-d. Wires or conductors for the transmission of electrical energy for purposes other than telegraph, telephone or kindred low tension signal work, to be composed of at least 7 strands of material having a combined tensile strength equivalent to or greater than No. 4 Brown and Sharpe gauge hard drawn copper wire. These conductors to be maintained *above* low tension wires at the crossing to be free from joints or splices, and to extend at least one full span of line beyond the poles or towers at each side of the railway.

N-e. Wires or conductors subjected to potentials of 10,000 volts or over, to be reinforced by clamps, servings, wrappings, or other protection at the insulators to the satisfaction of an engineer of the Board.

N-f. Conductors for other than low tension work to have a factor of safety of 2 when covered with ice or sleet to a depth of 1 inch and subjected to a wind pressure of 100 miles per hour.

O. *Positions of Wires.*—Wires or conductors of low potential to be erected and maintained *below* those of higher potential which may be attached to the same poles or towers.

P. *Trolley Wires.*—Trolley wires at railway crossings to be provided with a trolley guard so arranged as to keep the trolley wheel or other running, sliding or scraping device in electrical contact with them. The trolley wire, trolley guard, and their supports to be maintained at least 22 feet 6 inches above the top of the rails.

Q. *Cable.*—Cable to be carried on a suspension wire at least equivalent to 7 strands of No. 13 Stub's or New British Standard gauge galvanized steel wire. When cross-arms are used, suspension wire to be attachd to a ¾-inch iron or stronger hook, or when fastened to poles to a malleable iron or stronger messenger hanger bolted through the poles, the cable to be attached to the suspension wire by cable clips not more than 20 inches apart. Rubber insulated cables of less than ¾-inch in diameter may be carried on a suspension wire of not less than 7 strands of No. 16 Stub's or New British Standard gauge galvanized steel wire. The word "cable" as here used to mean a number of insulated conductors covered or bound together.

Part 2.—Under-Crossings.

Conditions.

1. The line or lines, wire or wires, shall be carried across the railway in accordance with the approved drawing, and a pipe or pipes, conduit or conduits, shall, for the whole width of the right of way adjoining the highway, be laid at the depth called for by, and shall be constructed and maintained in accordance with, the specifications hereinafter set forth.

2. All work in connection with the laying and maintaining of each pipe or conduit, and the continued supervision of the same, shall be performed by, and all costs and expenses thereby incurred be borne and paid by the applicant; but no work shall at any time be done in such manner as to obstruct, delay, or in any way interfere with the operation or safety of the trains, traffic or other work on the said railway.

3. The applicant shall at all times maintain each pipe or conduit in good order and condition, so that at no time shall any damage be caused to the property of the railway company, or any of its tracks be obstructed, or the usefulness or safety of the same for railway purposes be impaired, or the full use and enjoyment thereof by the said railway company be in any way interfered with.

4. Before any work of laying, removing, or repairing any pipe or conduit is begun, the applicant shall give to the railway company at least seventy-two hours prior notice thereof, in writing, accompanied by a plan and profile of the part of the railway to be affected, showing the proposed location of such pipe or conduit and works contemplated in connection therewith, and the said railway company shall be entitled to appoint an inspector to see that the applicant, in performing said work, complies, in all respects, with the terms and conditions of this order, and whose wages, at a rate not exceeding $3 per day, shall be paid by the applicant. When the applicant is a municipality and the crossing is on a highway under its jurisdiction the wages of the inspector shall be paid by the railway company.

4-a. It shall not, however, be necessary for the applicant to give prior notice in writing to the railway company, as above provided, in regard to necessary work to be done in connection with the repair or maintenance of the crossing when such work becomes necessary through an unforeseen emergency.

5. The applicant shall, at all times, wholly indemnify the company owning, operating or using the said railway of, from, and against all loss, costs, damage, and expense to which the said railway company may be put by reason of any damage or injury to person or property caused by any pipe or conduit, or any works or appli-

ances herein, or in the order authorizing the work provided for, not being laid and constructed in all respects in compliance with the terms and provisions of these conditions, or, if, when so constructed and laid, not being at all times maintained and kept in good order and condition and in accordance with the terms and provisions of said order, or any order or orders of the Board in relation thereto, as well as any damage or injury resulting from the imprudence, neglect, or want of skill of any of the employees or agents of the applicant.

6. Nothing in these conditions shall prejudice or detract from the right of any company owning, or operating or using the said railway to adopt, at any time, the use of electric or other motive power, and to place and maintain upon, over, and under the said right of way such poles, wires, pipes and other fixtures and appliances as may be necessary or proper for such purposes. Liability of the cost of any removal, change in location or construction of the pipes, conduits, wires, or cables constructed or laid by the applicant rendered necessary by any of the matters referred to in this paragraph, shall be fixed by the Board on the application of the party interested.

7. Any dispute arising between the applicant and the company owning, using, or operating said railway as to the manner in which any pipe or conduit, or any works or appliances herein provided for, are being laid, maintained, renewed, or repaired, shall be referred to the Engineer of the Board, whose decision shall be final and binding on all parties.

UNDER-CROSSINGS.

Specifications.

A.A. *Conduit.*—Vitrified clay, creosoted wood, metal pipe, or fibre conduit may be used.

B.B. *Depth.*—The excavation to be of sufficient depth to allow the top of the duct to be at least 3 feet below the bottom of the ties of the railway track.

C.C. *Laying.*—The conduit or duct to be laid on a base of 3 inches of concrete, mixed in proportion, 1 of cement, 3 of sand and 5 broken stone or gravel. Where stone is used, such stone to be of a size that will permit of its passing through a 1-inch ring. After ducts are laid, the whole to be encased to a thickness of 3 inches on top and sides in concrete mixed in the same proportions as above.

Where the track is on an embankment a pipe may be driven through the latter.

D.D. *Filling in.*—The excavation must be filled in slowly and well tamped on top and side.

E.E. *Guard.*—The excavation must at all times be safely protected by the applicant.

Approved,

(Sgd.) J. P. MABEE,
Chief Commissioner.

October 7, 1909.

GENERAL ORDER No. 50.

Order No. 8860.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

FRIDAY, the 10th day of December, A.D. 1909.

Hon. J. P. MABEE, *Chief Commissioner.*
M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN THE MATTER OF the complaint of the Grain Growers' Grain Company of Winnipeg, alleging long delay on the part of the railway companies in *re* payment to shippers of grain for lumber supplied for car doors;

AND IN THE MATTER OF the complaint of J. J. Denman and others of the Province of Alberta complaining of the unjust treatment afforded to them by the Canadian Northern and the Canadian Pacific Railway Companies in compelling the complainant to furnish doors or boards for the interior of cars supplied to them for shipments of coal. File No. 4106.

UPON hearing the above complaints in the presence of Counsel for the Applicants, in so far as the former Orders hereinafter referred to are concerned, as well as of Counsel for the Canadian Pacific Railway Company, the Canadian Northern Railway Company, and the Grand Trunk Pacific Railway Company; and upon Counsel representing that serious difficulty is likely to arise in connection with the operation of the Orders in these matters, made on the 2nd day of February, 1909, and on the 19th day of February, 1909, in so far as they direct at the time of shipment payment to the shipper out of funds of the railway company in the hands of its agent—

IT IS ORDERED—

1. That the said Orders of the 2nd day of February, 1909, be, and the same are hereby, rescinded.

2. IT IS FURTHER ORDERED that where shippers upon all or any railways subject to the jurisdiction of the Parliament of Canada, are compelled to furnish car doors to enable cars to be used for traffic, allowance therefor to such shippers be made upon the following basis:—

(*a*) At and west of Fort William, lower car door, $1; upper car door, 50 cents.

(*b*) East of Fort William, upper or lower car door, each, 50 cents.

AND that adjustment between the said shipper and the railway company shall be made by the agent of the railway company at or nearest to the point of shipment, by permitting the shipper to deduct from the freight charges, if any, payable by him upon the shipment in such car for which the said door or doors were so supplied, the amount of such bill upon the foregoing basis, the said shipper receipting the same for the amount so allowed and turning the account in to such agent as so much cash.

3. IN the event of the shipper not prepaying the freight upon the shipment with reference to which such car door or doors are so furnished, then the railway company shall within thirty days from the date of such shipment, reimburse to the shipper the sums payable upon the above basis for the door or doors so furnished by him.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 51.

File 4741-1859. Order No. 8903.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

WEDNESDAY, the 15th day of December, A.D. 1909.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the Order of the Board No. 3245, dated July 4th, 1907:

AND IN THE MATTER OF the application of the Michigan Central Railway Company to amend the said order:

UPON reading what was alleged in support of the application; and upon the report and recommendation of the Chief Operating Officer of the Board;

IT IS ORDERED that the said Order No. 3245, dated July 4, 1907, be, and it is hereby, amended by striking out clause "(*b*)" in the second paragraph of the said Order and substituting therefor the following namely:

"(*b*)" Overflow pipes from lifting injectors or water pipes from injector delivery pipe or boiler to be put into the front and back part of the ash pans and used during the months of April, May, June, July, August, September and October, for wetting ash pans.

(Signed J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 52.

Order No. 8982.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

MONDAY, the 22nd day of November, A.D. 1909.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN THE MATTER OF the application of the Retail Coal Dealers' Association for an Order that all railway companies weigh all coal carried by them received from foreign countries at the port of entry, and for other matters: File 6026-3625.

UPON the hearing of evidence and counsel for the applicants and the railway companies:—

IT IS ORDERED AS FOLLOWS:—

1. In the event of the consignee of any car or cars of bituminous coal shipped from the United States for final delivery at a point in Ontario, desiring to have such car or cars weighed at the port of entry, he shall be at liberty to give a written notice to the local agent of the railway company receiving such car or cars at such port of entry for delivery or furtherance, that he wishes to have any or all the cars weighed,—such notice to be given before the coal is received by such railway companies; and upon the receipt of such notice, it shall be the duty of the company to weigh, free of charge, at such port of entry, all cars covered by the notice.

2. Any consignee may give a general or continuing written notice that he wishes to have all such cars consigned to him weighed as above provided.

3. For the purpose of such weighing at the port of entry, the cars to be weighed may remain coupled one to another in a train.

4. The weighing of coal at the port of entry, under the provisions of this Order, shall be under the supervision and control of a Government weigh-master, to be appointed or named by the Minister of Customs, whose duty it shall be to prepare in triplicate a certificate of the weight of the coal in each car weighed.

5. The Government weigh-master shall deliver one of the originals of such certificate to the railway company, if desired; attach another to the weigh-bill, or send it by mail to the consignee; and preserve the third in his possession for further reference if required.

6. In case of dispute between the railway company and the consignee as to the weight of coal in cars weighed as hereinbefore provided, the certificate of the weight of such coal by the Government weigh-master shall be binding upon the railway company.

7. It shall be the duty of the local agent of the railway company at such port of entry, to notify the Government weigh-master of the probable hour of arrival from

day to day of all cars of coal required to be weighed, in sufficient time to enable the said weigh-master to supervise and control the weighing of such coal without unduly delaying the said cars in transit.

8. If the railway company has established weigh scales at the point of destination of such coal, the company shall there weigh such car or cars as may be specified in a written notice delivered by the consignee to the agent of the railway company at such point of destination, within twenty-four hours after the arrival of the coal.

9. If the railway company has not established weigh scales at the point of destination of such coal, the company shall, at the weigh-scale point nearest to such point of destination in the direct route, weigh such car or cars as may be specified in a written notice delivered by the consignee to the agent of the railway company at such point of destination, a reasonable time before such car or cars shall have reached the said weigh-scale point.

10. For the services required to be performed by the railway company under clauses 8 and 9 hereof, the railway company may charge and collect from the consignee five cents for every ton of coal in the car, with a minimum of one dollar and a maximum of two dollars per carload; but no charge shall be made and no amount collected for such service, if the weight of the coal be more than 500 pounds less than the weight of the coal at the port of entry, or if, the coal not having been weighed at the port of entry, the weight be more than 500 pounds less than the weight shown by the weigh bill to be in the car at the time of shipment, plus the weight of the car itself as shown by the tare.

11. On notice in writing that he wishes to have the empty cars weighed being given by the consignee of any such coal to the agent at the point of destination of the railway company hauling the same to such point (if a weigh-scale point) within five hours from the unloading of any car containing such coal, the company shall weigh the car at such point, and for such service may charge and collect from the consignee one dollar per car; but no such charge shall be made and no amount be collected for such service if the actual weight of the car exceeds the tare marked on it by more than 500 pounds.

12. This Order shall apply only in ports of entry and points of delivery in the province of Ontario.

13. Any person or company affected by this Order may, after one year from the date hereof, apply to the Board to vary or rescind it.

AND IT IS FURTHER ORDERED that the Order of the Board No. 7261, dated May 31, 1909, be, and it is hereby, rescinded.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 53.

File 5129. Case 1738. Order No. 8984.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

SATURDAY, the 11th Day of December, 1909.

D'ARCY SCOTT, *Asst. Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF TARIFF CONCURRENCE NOTICE:

WHEREAS notices of concurrence in joint tariffs are not required by Sections 335 and 336 of the Railway Act relating to international traffic, traffic from Canada through a foreign country into Canada, and from a foreign country through Canada into a foreign country;

AND WHEREAS the Railway Act, Section 333 provides "that where traffic is to pass over any continuous route *in Canada*, operated by two or more companies, the several companies may agree upon a joint tariff for such continuous route, and the initial company shall file such joint tariff with the Board, and the other company or companies shall promptly notify the Board of its or their assent to the concurrence in such joint tariff;"

IT IS ORDERED that the following form of certificate shall be used in notifying the Board of assent to and concurrence in a joint tariff, or in a supplement thereto, applicable between points in Canada, that has been published and filed by another company and to which the company giving assent and concurrence has been made a party the certificate to be used for one schedule only, to be printed on paper eight inches wide by eleven inches long and to be mailed to the Chief Traffic Officer of the Board:—

(Name of concurring company in full.)

.....Department.

No. C.C. (from 1 progressively.) (Place and date).....

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

This is to certify that the (name of concurring company in full) assents to and concurs in the publication and filing of the joint tariff (or joint supplement) described below, and hereby makes itself a party thereto and bound thereby.

(Full title and C.R.C. No. of schedule concurred in.)

Date effective.....

Issued by.....(Company.)

This certificate to be signed with the name and title of the official of the concurring company appointed by by-law of the company to prepare and issue tariffs, or by some person duly authorized to sign for him, such person to affix his name in full and his name and authority for the purposes of this Order to be communicated to the Board.

AND IT IS FURTHER ORDERED that in lieu of the individual certificate hereinbefore prescribed, the Board is prepared to receive a general certificate of concurrence in the following form, in all joint tariffs and supplements thereto, applicable between points in Canada, that have been published and filed by other companies named therein, and to which the company giving assent and concurrence has been made a party, the certificate to be mailed to the Chief Traffic Officer of the Board.

(Name of concurring company in full.)

.....Department.

No. G. C. (from 1 progressively) (Place and date.).....

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

This is to certify that the (name of concurring company in full) assents to and concurs in all joint tariffs and supplements thereto that may hereafter be published and filed by the (name of the company in full) in which this company is named as a party thereto in so far as such schedule contains rates which apply within Canada, to or via (not from) this company's points

This certificate to be signed in person by the official of the concurring company appointed by by-law of the company to prepare and issue tariffs.

AND IT IS FURTHER ORDERED:

1. That the company which prepares and issues the joint tariff shall, against the name of each of the other concurring companies, show in small type the "C. C." or "G. C." number as the case may be, of the certificate of concurrence of such company in such joint tariff.

2. That two copies of all certificates of concurrence shall be filed with the Board, —one marked "Duplicate," which will be stamped with the date of receipt by the Board and returned to the sender.

AND IT IS FURTHER ORDERED:

1. That under Section 323 of the Railway Act, the only procedure in the case of objection to any joint tariff shall be by formal application by the objecting company to the Board for an order disallowing the said tariff.

2. That the circular *re* Concurrence Certificate issued by the Board on the 16th September, 1904, and the 16th February, 1905, are hereby rescinded.

3. That this Order shall come into effect on the 1st day of February, 1910.

(Signed) D'ARCY SCOTT,
Asst. Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 54.

Order No. 9160.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

THURSDAY, the 6th day of January, A.D. 1910.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the complaint of the Winnipeg Jobbers' and Shippers, Association, complaining of the unsatisfactory service rendered by railway companies in connection with shipments of freight to flag stations; and applying for an Order directing the railway companies, where the traffic warrants, to appoint permanent agents to take charge of the business at such stations. (File No. 4205-871).

Upon reading what has been alleged in support of the application and on behalf of the railway companies; and upon hearing the application at the sittings of the Board held in Winnipeg on February 4, 1909, in the presence of Counsel for the complainant association, the Winnipeg Board of Trade, the Canadian Pacific, the Canadian Northern, and the Grand Trunk Pacific Railway Companies, and what was alleged by counsel aforesaid, the evidence offered; and upon the report of the Chief Traffic Officer of the Board:—

IT IS ORDERED:

1. That all railway companies subject to the jurisdiction of the Board, within six months from the date of this Order, do construct and maintain, upon their lines of railway, in Manitoba, Saskatchewan and Alberta, at stations (other than regular agency stations) from or to which freight (L.C.L.) and passenger traffic is carried, suitable shelters or waiting room for the accommodation of freight and passengers,— the said shelters to be provided with proper doors and windows and not to be below the standard of the plans and specifications attached No. 1 ("A" or "B," as may be decided upon).

2. That appurtenant to the said shelters and at proper and convenient locations, shall be erected within the time aforesaid, proper and convenient platforms and approaches.

3. All freight traffic delivered to such points shall be placed in the said shelter and the carrier shall not be relieved from liability under the release approved by Order No. 6242, unless this direction is complied with.

4. That at all stations or shipping places upon the said lines of railway, from or to which the total freight and passenger earnings of the company for the last fiscal year, or where the average earnings for the last three fiscal years, amounts to not less than $15,000 of which $2,000 shall represent inward traffic, the said railway companies shall forthwith construct and equip suitable and proper stations, not to be below the standard of plans and specifications attached, No. 2, and shall likewise forthwith appoint and continue a permanent agent at such point or points.

5. That at all non-agency points where the business of the company consists solely or principally of grain shipments and the same amounts to at least 50,000 bushels for the previous year, temporary grain agents shall be appointed and continued during the grain shipping season, being from September 15th to December 31st in each year.

(Signed) J. P. MABEE.
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 55.

File No. 3294. Order No. 9325.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

MONDAY, the 17th day of January, A.D. 1910.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. McLEAN, *Commissioner.*

IN PURSUANCE of the powers conferred upon it by Sections 30, 252 and 253 of the Railway Act, and of all other powers possessed by the Board in that behalf:

IT IS DECLARED that until further Order of the Board, the following regulations for the future construction of farm crossings by railway companies subject to the legislative authority of the Parliament of Canada, be, and they are hereby, adopted by the Board as "Standard Regulations regarding Farm Crossings."

1. GATES.—Farm-crossing gates shall be of such a width as to give a clear space between the posts of not less than—

(*a*) SIXTEEN FEET in the provinces of Manitoba, Saskatchewan, Alberta and British Columbia.

(*b*) FIFTEEN FEET in the province of Ontario.

(*c*) FOURTEEN FEET in Quebec and the maritime provinces.

2. PLANKING AND APPROACHES TO CROSSING.—The planking or other approved filling between the steel rails, and for a width of at least eight inches on the outer sides thereof, and the roadways between the gates and the track or tracks, shall each furnish *a road surface* of not less than—

(*a*) FOURTEEN FEET wide in the province of Manitoba, Saskatchewan, Alberta and British Columbia.

(*b*) TWELVE FEET wide in the provinces of the Dominion.

3. For any cut or fill up to five feet, the grade shall not be steeper than 10%; and for each foot, or fraction exceeding one-half foot, of cut or fill in excess of five feet, the percentage of grade shall (except where, and to the extent that, the slope of the ground makes it impossible) be decreased by ½ of 1% until a depth or height of eleven feet is reached.

4. When a cut or fill at any farm crossing exceeds eleven feet, the matter shall be referred to the Board to decide as to the advisability of requiring the Railway Company to construct a bridge or undercrossing, unless the Company, in consultation with the owner of the farm affected, voluntary constructs a suitable bridge or undercrossing. The width of bridges and undercrossings to be the same as the width of the gates in the different provinces, and the height of undercrossings to be determined by the requirements in each case.

5. In special cases, it may, upon application, be ordered that any existing farm crossing be reconstructed to conform to the foregoing standards.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 56.

Order No. 10462.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

TUESDAY, the 3rd day of May, A.D. 1910.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. McLEAN, *Commissioner.*

IN THE MATTER OF Air Brake Equipment on the Hamilton & Brantford Railway and the Hamilton & Radial Electric Railway; and the proposed Order of the Board requiring all electric railway companies subject to the jurisdiction of the Board to equip their cars with automatic air brakes as well as hand brakes, as an additional safeguard in case of damage or breakage to the air brake equipment. (File 9610).

UPON the hearing of what was alleged by counsel for the Electric Railway Companies interested—

IT IS ORDERED AS FOLLOWS:—

1. On or before June 1st, 1911, all electric railway companies under the jurisdiction of the Board, shall equip all rolling stock in use by them of thirty-seven (37) feet or over in length, or of the weight of 35,000 pounds or more, with power brakes, to be approved of by the Board, in addition to hand brakes and proper standing appliances.

2. Immediately upon the completion of said equipment, the said railway companies shall notify the Board thereof and furnish a detailed account of the rolling stock so equipped.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 57.

Order No. 10637.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

TUESDAY, the 17th day of May, A.D. 1910.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. McLEAN, *Commissioner.*

IN THE MATTER OF Section 246 of the Railway Act and the erection and maintenance of wire crossings over railways.

WHEREAS for the purpose of dispensing with the necessity of an Order of the Board where telegraph, telephones, or electric light wires are erected across the railway under certain conditions, the said Section 246 of the Railway Act was, by 9-10 Edward VII, Chapter 50, amended by adding thereto the following sub-section:

"5. An Order of the Board shall not be required in the cases in which tele-"phone, telegraph or electric light wires are erected across the railway with the "consent of the company in accordance with any general regulations, plans or "specifications adopted or approved by the Board for such purposes."

THEREFORE IT IS ORDERED that the "Standard Conditions and Specifications for Wire Crossings," approved by order of the Board No. 8392, dated October 7th, 1909, be, and they are hereby adopted and approved pursuant to the said amendment.

(Signed) J. P. MABEE,
Chief Commissioner.
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 58.

Order No. 10717.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA

MONDAY, the 23rd day of May, A.D. 1910.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. McLEAN, *Commissioner.*

IN THE MATTER OF the adoption by the Board of Standard Specifications for Bridges and Viaducts which the company is authorized to construct under Section 257 of the Railway Act: File 1944.

WHEREAS the Department of Railways and Canals adopted in May, 1908, general specifications for steel bridges and viaducts:

UPON the report of the Chief Engineer of the Board recommending the approval and adoption by the Board of the said specifications, on file with the Board under file No. 1944—

IT IS ORDERED that the said specifications be, and they are hereby approved and declared to be the Standard Specifications of the Board for Steel Bridges and Viaducts which the company is authorized to construct under Section 257 of the Railway Act.

AND IT IS FURTHER ORDERED that the Order of the Board No. 921, dated February 9, 1906, approving the Standard Specifications for Bridges and Viaducts authorized to be constructed under Section 203 of the Railway Act, 1903, be, and it is hereby rescinded.

(Signed) D'ARCY SCOTT,
Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 59.

Order No. 10761.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

TUESDAY, the 17th day of May, A.D. 1910.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. McLEAN, *Commissioner.*

IN THE MATTER OF the application of the Canadian Freight Association, for approval of the Uniform Bill of Lading in use in the United States on shipments from points in the United States to points in Canada and from points in the United States through Canada to points in the United States: File 3678.2.

UPON the hearing of the application in the presence of counsel for the Canadian Pacific Railway Company, the Grand Trunk Railway Company of Canada, and a representative of the Montreal Board of Trade, and what was alleged—

IT IS ORDERED that the Uniform Bill of Lading in use in the United States and approved by the Interstate Commerce Commission as respects all traffic which may be carried from any point in the United States into Canada, or from the United States through Canada to the United States, be, and the same is hereby, approved.

(Signed) D'ARCY SCOTT,
Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 60.

Order No. 11041.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

MONDAY, the 27th day of June, A.D. 1910.

D'ARCY SCOTT, *Asst. Chief Commissioner.*
S. J. McLEAN, *Commissioner.*

UPON the report and recommendation of the Chief Traffic Officer of the Board—

IT IS ORDERED that all railway companies subject to the legislative authority of the Parliament of Canada file with the Board not later than August 15, 1910, supplements to their Official Distance Tables, issued in compliance with Order No. 5954 of December 21st, 1908, showing—

(*a*) The names of the points at which freight traffic may be interchanged with the lines of connecting railway companies.

(*b*) The names of the companies with which freight may be interchanged at such points.

(*c*) Whether the freight traffic which may be so interchanged consists of C.L. or L.C.L., or both.

(*d*) Whether the interchange is by switch connection, or by cartage.

(Signed) D'ARCY SCOTT,
Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 61.

Order No. 11267.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

TUESDAY, the 19th day of July, A.D. 1910.

D'ARCY SCOTT, *Asst. Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. McLEAN, *Commissioner.*

IN THE MATTER OF the accident on January 15, 1910, on the line of the Canadian Pacific Railway Company at snowshed No. 18, 1¾ miles west of Rogers Pass Station in the Province of British Columbia:
File 13648.

UPON an investigation by an Inspector of the Board into the cause or causes of the said accident; and upon a report and recommendation of the Chief Operating Officer of the Board—

IT IS ORDERED AS FOLLOWS:

1. Wherever a line of steam railway, or any branch or portion of such a railway operated by a railway company subject to the legislative authority of the Parliament of Canada, passes through or under any tunnel, snow-shed, bridge, or other structure in which the perpendicular height between the base of rail and the lowest portion of such tunnel, snow-shed, bridge, or other structure, is less than twenty-two feet six inches, as required by the provisions of the Railway Act, the said railway company shall prior to the 1st day of January, 1911, erect a suitable tell tale at each side of, and not less than one hundred feet distant from, every such tunnel, snow-shed, bridge or other structure.

2. The Order of the Board No. 10591, issued in this matter and dated the 9th day of May, 1910, is hereby rescinded.

(Signed) D'ARCY SCOTT,
Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 62.

Order No. 11395.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

MONDAY, the 15th day of August,, A.D. 1910.

Hon. J. P. MABEE, *Chief Commissioner*
S. J. McLEAN, *Commissioner.*

IN THE MATTER of Excursion Tariffs:
File 15124.

1. WHEREAS railway companies subject to the provisions of the Railway Act are occasionally offered excursion or other special passenger traffic which, if accepted,

must be moved immediately, or with less than the three days' notice required by the Act for filing the necessary special tariffs, and without affording the Board time for dealing with such matters by the customary procedure:

2. AND WHEREAS by Section 332. "The Board may, owing to the exigencies of competition or *otherwise*, notwithstanding anything in this section contained, determine the time or manner within and according to which publication of any such tariff is to be made;"

3. AND WHEREAS the prompt acceptance and movement of the said traffic appears to the Board to be in the public interest.

4. IT IS ORDERED that the Chief Traffic Officer of the Board be, and he is hereby authorized to deal with such urgent cases on application of the companies by telephone or telegraph, and, in his judgment, and on behalf of the Board, to give the required permission, subject to such conditions as may seem to him to be necessary, including the immediate publication and filing of the requisite tariff; or to require the formal submission of the application to the Board.

(Signed) J. P. MABEE,
Chief Commissioner.
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 63.

File 4966-1860. Order No. 11,446.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

TUESDAY, the 2nd day of August, A.D. 1910.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF THE PROTECTION OF WOODEN TRESTLES:

In pursuance of the powers conferred upon it by sections 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf; and upon hearing what was alleged at the sittings of the Board, held in Ottawa on the 8th day of June, 1909, by counsel and representatives for the Canadian Northern, the Grand Trunk, and the Canadian Pacific Railway Companies, and the Michigan Central Railroad Company:

IT IS ORDERED AND DIRECTED:

1. That every railway company subject to the legislative authority of the Parliament of Canada, operating by steam power any railway or railways, any part or parts of which is or are constructed of, or upon, wooden trestles the whole of which cannot be seen from an approaching train for a distance of at least one thousand feet, do, during the months of May, June, July, August, September and October of each year, provide, place, and keep a watchman, track-walker, fire alarm signals, ballast flooring, zinc covering over caps and intersections or approved fireproof paint, as hereinafter directed, for the purpose of protecting the said trestles from fire; each such company having the option of adoption any of the said foregoing methods of protection.

2. That every such company shall cause to be placed and maintained at every trestle less than thirty feet in length, one barrel of a capacity of at least forty-five gallons, and on trestles of over thirty feet in length a like barrel upon or near each end, with intermediate barrels of the like capacity not more than one hundred and fifty feet apart: Provided, however, that pile trestles over streams or other bodies of water need not be furnished with intermediate barrels.

3. That every such company shall cause the said barrels to be kept filled with water.

4. That every such company shall cause all brush and dead grass to be removed from beneath and around every such trestle, and shall cause its right of way crossed by such trestle to be kept free from combustible matter.

5. That, on or in the neighbourhood of timber lands, or in localities distant from settlement, every such company shall cause to be provided pails for use at all trestles, and all watchmen and track-walkers shall carry such pails while upon duty at trestles.

6. That where the protection provided is by watchman or track-walker, all trestles on main lines shall be inspected at least twice each twenty-four hours, at intervals of not less than eight hours, and once every twenty-four hours on branch lines.

7. That in the event of any such barrel or pail not being in good and efficient condition for holding water, every such watchman or track-walker shall forthwith repair or replace the same, or if it cannot be done by him, he shall forthwith report such condition to his superior officer. Every such watchman or track-walker shall see that water barrels are at all times kept filled to within ten inches of the top, or forthwith report same to his superior officer. Every such watchman or track-walker, whenever any such trestle is injured by fire, shall, as soon as possible thereafter, report the same to his superior officer.

8. That the fire alarm signals be equal, in the opinion of an Engineer of the Board, to the Montauk Thermostat.

9. That if fireproof paint is used, one coat thereof, at least equal to the Clapp Fireproof Paint, be applied at least every five years.

10. That the ballast flooring be of gravel and be at least equal to the standard of the flooring adopted by the great Northern Railway Company, plans of which are on file with the Board under file No. 4966, case 1860. This flooring consists in a complete coating of gravel from beneath the head of the rail to the ties, extends laterally from outside guardrail to outside guardrail.

11. That if zinc or galvanized iron is used, caps, stringers, and the outside of the batter posts of every such trestle, and, if the company desires, the ties, be covered with zinc or galvanized iron covering.

12. That every such railway company failing or neglecting to comply with any of the foregoing regulations, shall be subject to a penalty of thirty dollars.

13. That every such watchman or track-walker failing or neglecting to make inspection in accordance with the foregoing regulations, or failing or neglecting to make any of the reports herein required of him, or otherwise defaulting in any of the duties imposed upon him by this Order, shall be subject to a penalty of fifteen dollars for each such failure or neglect.

14. That every such railway company shall cause every such watchman or track-walker to be furnished with a copy of this Order.

15. That the Order of the Board No. 5103, dated July 30th, 1908, be, and it is hereby, rescinded.

(Signed) J. P. MABEE,
Chief Commissioner.
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 64.

Order No. 12206.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

THURSDAY, the 3rd day of November, A.D. 1910.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. McLEAN, *Commissioner.*

IN THE MATTER OF the equipment of cars with emergency tools:
File 7834.

SESSIONAL PAPER No. 20c

IN PURSUANCE OF the powers conferred upon the Board by Sections 30 and 269 of the Railway Act, and of all other prowers possessed by it in that behalf; and upon the report and recommendation of its Operating Officers—

IT IS ORDERED

1. That every railway company subject to the legislative authority of the Parliament of Canada, operating a railway by steam power, shall cause its sleeping, dining, baggage mail and express cars and coaches uesd in passenger service on its railway, to be equipped with emergency tools consisting of a sledge, axe and saw; said tools to be kept in a conspicuous place in every such car, so as to be easy and ready of access in case of need; and said cars to be so equipped on or before April 1, 1911.

2. That every such railway company be liable to a penalty of a sum not exceeding $25 for every failure to comply with the foregoing regulation within the time for its coming into force and thereafter.

(Signed) J. P. MABEE,
Chief Commissioner.
Board of Railway Commissioners for Canada..

GENERAL ORDER No. 65.

File 1750. Order No. 12225.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

WEDNESDAY, the 9th day of November, A.D. 1910.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
JAMES MILLS, *Commissioner*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the application of the Trainmen's Association of Canada, for the revision of Order No. 5888, dated December 16th, 1908, making provision for the protection of railway employees:

UPON hearing this application, and upon the reports of the Chief Operating Officer and the Chief Engineer of the Board—it is ordered as follows:

1. WHEREAS subsection 3 of section 264 of the Railway Act provides that—

"There shall also be such a number of cars in every train equipped with power "or train brakes that the engineer of the locomotive drawing such train can control "its speed, or bring the train to a stop in the quickest and best manner possible, "without requiring brakemen to use the common hand brake for the purpose."

Therefore, at least eighty-five per cent (85%) of the number of cars in every train shall be equipped as above required.

2. When more than one engine is attached to a train, the engineer of the leading engine shall operate the brakes.

3. Every road locomotive engine shall be equipped with a step or steps and hand holds on both sides of and at or near the rear ends of tenders: foot-rests shall be provided on the pilot of every such engine, sufficiently wide for a man to stand on: every switching or yard engine shall be equipped with foot-boards and head lights on the front and rear ends of the engine and tender,—such foot-boards to be not less than ten inches wide; the back of such foot-boards shall be protected by a board not less than four inches high, and if cut in the centre, the inner ends shall be protected in like manner.

4. No light engine shall be run against the current of traffic a greater distance than twenty-five miles in any one direction without a conductor in addition to the engineer and fireman.

5. No railway company shall permit any employee to engage in the operation of trains, or handle train orders, without first requiring such employee to pass an examination on train rules and undergo a satisfactory eye and ear test by a competent examiner.

6. (*a*) Locomotive engineers must be at least twenty-one years of age; undergo a satisfactory eye and ear test by a competent examiner; and pass an examination on train rules and regulations and the proper care and operation of locomotives and air brakes.

(*b*) Conductors must be at least twenty-one years of age; undergo a satisfactory eye and ear test, and pass an examination on train rules and regulations and the operation of air brakes.

(*c*) Telegraph or telephone operators engaging in the operation of trains or handling train orders must be at least eighteen years of age; write a legible hand; and pass an examination on train rules and regulations. Telegraph operators must be able to send aand receive messages at the rate of not less than twenty words a minute.

(*d*) Train despatchers must be at least twenty-one years of age, be familiar with the line over which they have charge, and pass an examination on train rules and regulations.

(*e*) Railway companies shall (within ninety days from the date of this order) file with the Board a copy of each examination paper for the examinations herein required to be passed by the employees of such railway company.

7. All railway companies shall strictly conform to the rules and regulations from time to time approved by the Master Car Builders' Association, governing the loading of lumber, logs, and stone upon open cars, and the loading and carrying of structural material, plates, rails and girders; and no material of any kind shall be carried upon the roofs of cars.

8. (*a*) All open drains crossing tracks in railway yards shall be safely covered for at least five feet from the gauge side of each rail, except in times of flood, when temporary open drains may be provided, if necessary.

(*b*) No semaphores, singals, poles, high or intermediate switchstands, or piles of material, erected or placed in future, shall be nearer than six feet from the gauge side of the nearest rail.

(c) No structure over four feet high shall hereafter be placed within six feet from the gauge side of the nearest rail without first obtaining the approval of the Board.

(*d*) Where semaphores, signals, poles, high or intermediate switchstands, or piles of material are nearer than six feet from the gauge side of the nearest rail, the same shall be dealt with as follows:

(1.) Semaphores, signals, poles, or high or intermediate switchstands shall, within two years from this date, be either removed or changes made so that the same shall not be nearer than the said six feet; or high and intermediate switchstands shall be changed to low or dwarf signals or switchstands.

(2.) Piles of material shall, within six months, be removed to a greater distance than the said six feet.

(*e*) Water stand-pipes shall not be nearer than two feet and six inches from the widest engine cab, and the spout of the standpipe shall, when not in use, be fastened parallel with main track, and enginemen are required to see that this is done after using any such pipe.

9. The above mentioned Order No. 5888 is hereby repealed.

10. Every person or company offending against any of the foregoing provisions shall forfeit and pay the sum of fifty dollars ($50) for every such offence.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 66.

Order No. 12287.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

THURSDAY, the 3rd day of November, A.D., 1910.

Hon. J. P. MABEE, *Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the resolutions passed by the Dominion Legislative Board of the Brotherhood of Locomotive Engineers at a sittings held in Ottawa, March 29-April 2, 1910, on file with the Board, and copies of which were served upon the various railway companies. File 1750—Part 3.

UPON the reading of the resolutions and the reports and recommendations of its operating officers; and upon the hearing of the matter in the presence of counsel for the Grand Trunk, the Canadian Pacific, Michigan Central, and Canadian Northern Railway Company, the International Brotherhood of Locomotive Engineers being represented at the hearing, the evidence offered, and what was alleged—

IT IS ORDERED THAT the requests contained in the said resolutions be and they are hereby, refused, with the exceptions following, namely:—

(*a*) That railway companies subject to the jurisdiction of the Board be, and they are hereby, required to equip their locomotives with air bell ringers; such equipment to be installed within six months from the date of this Order.

(*b*) That the consideration of the question of the removal of snow-cleaning devices from locomotives stand pending the receipt by the Board of additional information upon the subject,—such information to be furnished by and on behalf of the applicants.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 67.

Order No. 12542.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

FRIDAY, the 9th day of December, A.D. 1910.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the use of Blaugas by railway companies subject to the jurisdiction of the Board.:

IN PURSUANCE OF the powers conferred upon the Board by Sections 30 and 269 of the Railway Act, and of all other powers possessed by it in that behalf:—

IT IS ORDERED:

1. That the gas generally known as Blaugas may be used for the purpose of lighting railway passenger cars, upon and subject to the terms and conditions, following, namely:—

(*a*) The gas to be used in tanks below are similar to those now in use for storage of Pintsch Gas and Commercial Acetylene Gas; the tanks to be tested and tight at 300 pounds pressure to the square inch and stand such tests without distortion: Provided that in the case of railway companies having in use at the date of the issue of this Order tanks tested to a pressure not exceeding 294 pounds to the square inch, it shall be sufficient that the said tanks be tested and tight at 290 pounds pressure to the square inch and stand such test without distortion.

(*b*) The maximum working pressure to be 150 pounds to the square inch.

(*c*) Every gas tank attached to a railway car to have six three-eighths holes drilled in it, to be countersunk seven-eighths inch in diameter and one-eighth inch deep, in which brass disc shall be tinned and soldered; the said disc to stand a pressure of 200 pounds to the square inch and tanks to be placed on the cars with disc side up, as shown on the blue print attached, marked "A." Holes to be located as described in sketch attached marked "B."

2. That in addition to the foregoing, every gas tank attached to a railway car must be equipped with an extra heavy stud valve, securely fastened to every such tank.

3. That the equipment necessary for the installation of the said system be provided with——

(*a*) A pressure gauge with a dial reading either from one pound to three hundred pounds, or reading by atmosphere from zero to fifteen atmospheres, to show the exact pressure of gas carried.

(*b*) A recharging valve attached to the charging station hose.

(*c*) A regulating valve, to reduce the pressure of gas contained in the tank before it enters the main line piping or the lamps on the car.

4. That all piping between the regulating valves and stud-valves be of extra heavy seamless steel or iron tubing; and that all elbows or tees be of extra heavy material; Provided that heavy flange brass fittings may be used in lieu of such equipment.

5. That the high-pressure pipings and fittings be carefully threaded before being screwed together; the pipe thread to be carefully tinned after being screwed up and the piping to be sweated to the fittings.

6. That standard tubing be used to connect the low-pressure side of the regulating valve with the lamps of the cars; and that a main-line cock, to turn on and off the gas, be placed on the inside of each car, in a convenient and conspicuous location.

7. That, in order to locate leakages, soap suds be used; and that lighted matches or torches be not used for this purpose.

8. That printed regulations defining and explaining the use of the system be posted inside of each car, in close proximity to the main-line cock; and that a tank stud-valve key, a main-line cock key, and such other keys as may be necessary for the use and operation of this equipment, be supplied to, and always carried by, every conductor and brakeman while on duty in charge of any train or cars provided with this equipment; and that the regulations required by this section be posted up, state that such keys are in the possession of the conductor and each brakeman on the said trains or cars.

9. That every car lighted by this system be placed under the charge of a competent and reliable employee of the railway company using such system; every such employee to be specially instructed in regard to the proper working and operating of the said system.

(Sgd.) D'ARCY SCOTT,
Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 68.

Order No. 12890.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

MONDAY, the 6th day of February, A.D. 1911.

Hon. J. P. MAREE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the Order of the Board No. 12225, dated November 9th, 1910, made upon the application of the Trainmen's Association, and providing for the protection of railway employees. File 1750.

UPON the report and recommendation of the Chief Operating Officer of the Board——

IT IS ORDERED that sub-clause (*c*) of clause 8 of the said Order No. 12225, be, and it is hereby, amended by adding the words, "except mail cranes, which shall be erected and maintained as directed in Order No. 5647, dated November 20th, 1908." after the word "structure," in the first line of the said sub-clause.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 69.

Order No. 12901.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

MONDAY, the 6th day of February, A.D. 1911.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the Order of the Board No. 4988, dated July 8, 1908, known as the "General Interswitching Order," and the circular letter No. 58, dated December 23, 1910, issued by direction of the Board, calling the attention of the railway companies subject to its jurisdiction to the fact that many of their tariffs are not in accordance with the said General Interswitching Order, and requiring that such variation from the Order be removed and new tariffs published and filed without delay:

File 6713—Case 2846.

UPON its appearing that the requirements of the said circular letter have not been complied with——

IT IS ORDERED that the railway companies subject to the jurisdiction of the Board whose tariffs of interswitching tolls have not been prepared in accordance with the said Order of the Board, as amplified in the judgment of the Assistant Chief Commissioner dated the 26th day of November, 1910, file new tariffs of interswitching tolls, in accordance with the provisions of the said Order, not later than the 1st day of March, 1911.

(Signed) J. P. MABEE.
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 70.

File 13382. Order No. 12915.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

TUESDAY, the 7th day of February, A.D., 1911.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF
The specifications for the installation of electric bell signals at highway crossings:
File 15382.

IN PURSUANCE of the powers vested in it under Sections 30 and 337 of the Railway Act, and of all other powers possessed by the Board in that behalf; upon reading the representations filed on behalf of the railway and railroad supply companies interested in the erection and maintenance of electric bell signals at highway crossings; and upon the report of the Chief Engineer of the Board—

IT IS ORDERED

1. That until further notice, the specifications for electric bell signals at highway crossings are and shall be as follows:—

Post.—The bell must be placed upon a post of some suitable structural material. If the post is made of wood, it must be of sound timber not less than 8 x 8 inches and 18 feet long, and shall be firmly set in the ground to a depth of 4 feet. If it is made of iron or steel, it shall be not less than 4 inches in diameter, shall extend 14 feet above the ground, and shall be firmly bolted to a concrete or other foundation constructed below the frost line. If other suitable structural material is used, it must be of the length mentioned above and of sufficient strength to carry the weight placed upon it.

Bell.—The bell shall be either of the locomotive type, the gong type, or the twin-gong type; and it must in each case emit a clear, loud volume of sound under all weather conditions. If the locomotive type is used, the bell shall be of standard size (about 18 inches in diameter); if the gong type is used, the gong shall be at least 12 inches in diameter; and, if the twin-gong type is used, the gongs shall be at least 10 inches in diameter.

Sign.—A sign shall be placed upon the same post as the bell, with the word 'danger' upon it in letters not less than 6 inches in length, to be illlulminated either by direct or reflected light, so as to be plainly visible after sunset. There may be added to the post, if so desired, the Railway Crossing Sign provided for by section 243 of the Railway Act.

Operation.—The bell and the illumination of the sign shall be controlled and operated electrically and automatically by the approach of trains, in such manner that only approaching trains shall operate the signal; and the signal must remain in operation until the rear end of each approaching train has passed the crossing.

The bell, and the lamps used for illumination may be operated from any suitable source of electric current that is continually available, or from batteries. If batteries are used, they must be either chemical batteries of the caustic potash type, having a capacity of not less than 300 to 400 ampere hours, or storage batteries of the same capacity.

2. That any Order of the Board providing for the installation of electric bell signals at highway crossings and referring to 'Standard Specifications for Electric Bell Signals at Highway Crossings,' be deemed as intended to be a reference to the specifications herein approved and adopted.

3. That the said 'Standard Specifications for Electric Bell Signals at Highway Crossings' come into force the day of the date of this Order, and apply to all electric bells hereafter installed at highway crossings.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 71.

Order No. 12932,

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

TUESDAY, the 7th day of February, A.D. 1911.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the consideration of the proposed regulations for inspecting, testing, and washing of locomotive boilers. (File 16513).

UPON the hearing of the application in the presence of representatives and counsel for the Canadian Pacific, Grand Trunk, and Michigan Central Railway Companies, it was alleged at the hearing—

IT IS ORDERED that all railway companies within the legislative authority of the Parliament of Canada, file, within sixty days from the day of the date of this Order, copies of regulations in force on their respective railways for the inspecting, testing, and washing of locomotive boilers.

(Signed) J. P. MABEE,
Chief Commissioner.
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 72.

Order No. 13326.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

MONDAY, the 27th day of March, A.D. 1911.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the application of the Canadian Manufacturers' Association, the British Columbia Lumber & Shingle Manufacturers, Limited, the Montreal Lumber Association, the Canadian Lumbermen's Association, the Mountain Lumber Manufacturers' Association, and the St. John Board of Trade, under Section 284 of the Railway Act, for an Order directing all railway companies subject to the jurisdiction of the Board to reimburse shippers for any and all expenses to which they are subjected by reason of having to equip flat or other cars with stakes and fastenings, so as to comply with the provisions of the Order of the Board No. 7599, dated July 24th, 1909. (File 8799.1).

UPON the hearing of the application of the sittings of the Board held in Ottawa, February 15, 1910, in the presence of counsel for the Canadian Pacific and Grand Trunk Railway Companies and the Michigan Central Railroad Company, the Canadian Manufacturers' Association, the Montreal Lumber Association, and the Canadian Lumbermen's Association being represented at the hearing, the evidence offered, and what was alleged; and upon its appearing that the existing allowances from track scale weights to cover variation in the tare of cars, absorption of moisture, accumulations, of ice, snow, &c., do not include the weight of the auxiliary material necesary to retain the loads in or upon open cars, except where such provision is specified *inter alia,* in the case of racks and (or) blocking in connection with shipments of bark, machinery, and vehicles—

IT IS ORDERED that the railway companies within the legislative authority of the Parliament of Canada file special tariffs, to take effect not later than the 1st day of May, 1911, providing for an allowance of five hundred (500) pounds from the weight of each carload in or upon open cars for the weight of such racks, stakes, standards, boards, strips, supports, or other material furnished by shippers, as may be necessary to retain the lading in or upon the said open cars from the point of shipment to the destination thereof, and for which no allowances are specifically prescribed in the existing tariffs or classifications:

PROVIDED that the minimum weight prescribed for the said freight or lading by the classification or tariff applicable thereto, shall not be reduced by reason of the said allowance.

(Sgd.) J. P. MABEE,
Chief Commissioner.
Board of Railway Commissioners for Canada.

SESSIONAL PAPER No. 20c

GENERAL ORDER No. 73.

Order No. 13363.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

FRIDAY, the 31st day of March, A.D. 1911.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
S. J. McLEAN, *Commissioner.*

IN THE MATTER OF the Order of the Board No. 12225, dated November, 9, 1910, providing, *inter alia,* that water stand pipes shall not be nearer than two feet six inches (2′ 6″) from the widest engine cab, and the application of the Canadian Pacific Railway Company for an Order fixing the time within which the changes rendered necessary by this requirement of the Order may be made: File 10558.

UPON reading what has been submitted in support of the application, and upon the report and recommendation of the chief operating officer of the Board——

IT IS ORDERED that the changes rendered necessary by the said requirement in the Order be completed by the first day of January, 1912.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 74.

Order No. 13494.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

WEDNESDAY, the 19th day of April, A.D. 1911.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. McLEAN, *Commissioner.*

IN THE MATTER OF Section 250 of the Railway Act for the carrying of pipes under the tracks of railway companies under the jurisdiction and subject to the control of the Board. (File 9473.)

IN PURSUANCE OF THE POWERS vested in it under Sections 20 and 250 of the Railway Act, and of all other powers possessed by the Board in that behalf—

Upon the report and recommendation of the Chief Engineer of the Board.

IT IS ORDERED—

1. That the conditions and specifications set forth in the schedule hereunto annexed, under the heading "Standard Regulations Regarding Pipe Crossings under Railways," be, and they are hereby, adopted and confirmed as the conditions and specifications applicable to the placing or maintaining of (*a*) sewer pipes, (*b*) water pipes, (*c*) pipes for manufactured gas, or (*d*) pipes for oil and natural gas under all railways subject to the jurisdiction of the Board.

2. That any Order of the Board granting leave to place or maintain any off-pipes under the railway and referring to "Standard Regulations Regarding Pipe Crossings under Railways," be deemed as intended to be a reference to the conditions and specifications set out in the said schedule.

3. That every Order of the Board granting leave to place or maintain any pipe or pipes across any railway subject to the jurisdiction of the Board be, unless otherwise expressed, deemed to be an Order for leave to place or maintain the same under and according to the said conditions and specifications, which conditions and specifications shall be considered as embodied in any such Order without specific reference thereto, subject, however, to such change or variation therein or thereto as shall be expressed in such Order.

J. P. MABEE.
Chief Commissioner,
Board of Railway Commissioners for Canada.

RULES FOR PIPES CROSSING RAILWAYS.

Standard Regulations Regarding Pipe Crossings under Railways. Approved by the Order of the Board No. 13494. Dated April 19, 1911.

SEWER PIPES.

1. Sewers under railway tracks shall be constructed of hard brick laid in cement mortar, or standard glazed tile pipe, or such other material as may from time to time be prescribed by the Board. If standard glazed pipe is used, the joints must be properly fastened with cement mortar, and the pipe under every track and for a distance of 4 feet on the outer sides thereof be imbeded in concrete, *four inches thick*, beneath and all around the said pipe.

The top of the sewer (brick or pipe) shall, wherever possible, be below the frost line and not less than 4 feet below base of rail. Where this cannot be done without causing a sag in the sewer, precautions must be taken to strengthen and protect the sewer.

WATER PIPES.

2. Every water pipe underneath a railway track shall be of the Canadian Society of Civil Engineer's Standard, properly fastened at the joints; and the top of the pipe shall be below the frost line and not less than 4 feet below base of rail.

PIPES FOR MANUFACTURED GAS.

3. Every pipe for conveying manufactured gas under a railway track shall be the standard gas pipe, properly fastened at the joints; and the top of the pipe shall be below the frost line and not less than 4 feet below base of rail.

PIPES FOR OIL AND NATURAL GAS.

4. Every pipe for conveying oil or natural gas under a railway track shall be of steel or cast iron, or such other material as may from time to time be prescribed by the Board, tested to a pressure of 1,000 lbs. to the square inch if the gas pipe or main be a high pressure line, and 300 lbs. to the square inch if the said gas pipe or main be a low pressure line; and the said oil or natural gas pipe shall be encased within another pipe of sufficient size and strength to protect it properly; the top of the encasing pipe to be below the frost line and not less than 4 feet below base of rail.

5. All work in connection with the laying, maintaining, renewing, and repairing of the said pipe and the continued supervision of the same shall be performed by, and all costs and expenses thereby incurred be borne and paid by, the applicant; but no work at any time shall be done in such a manner as to obstruct, delay, or in any way interfere with the operation of any of the trains or traffic of the railway company or other company using the said railway.

6. The applicant shall at all times maintain the said pipe in good working order and condition and so that at no time shall any damage be caused to the property of the railway company, or any of its tracks be obstructed, or the usefulness or safety of the same for railway purposes be impaired, or the full use and enjoyment thereof as heretofore by the railway company or other company using the said railway, be in any way interfered with.

7. Before any work of laying, renewing, or repairing the said pipe is begun, the applicant shall give to the local superintendent of the railway company at least forty-eight hours prior notice thereof in writing, so as to enable the railway company to appoint an inspector to see that the work is performed in such a manner as shall, in all respects, comply with these regulations. The wages of such inspector, which shall not exceed $3 per day, to be paid by the applicant, except in the case of a municipal corporation desiring to lay a pipe under the railway on a highway which is senior to the railway. In such case the railway company shall pay its own inspector.

8. The applicant shall assume and be responsible for all risk of accident, loss, injury, or damage of every nature whatsoever which may happen or be in any way caused by reason of the negligence of the applicant, its servants or agents, in connection with the laying, maintenance, renewal, or repair of the said pipe or the use thereof, or by any failure on the part of the applicant, or its servants or agents, to observe at all times and perform fully and in all respects the terms and conditions of these regulations.

9. If any dispute arise between the applicant and the railway company as to the terms and conditions of these regulations, or as to the manner in which the said pipe is being laid, maintained, renewed, or repaired, the same shall be referred to an engineer of the Board, whose decision shall be final and binding on all the parties.

GENERAL ORDER No. 75.

Order No. 13731.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

FRIDAY, the 26th day of May, A.D. 1911.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF Section 250 of the Railway Act, and the laying and maintaining of water pipes or other pipes under railways. File 9473.

WHEREAS, for the purpose of dispensing with the necessity of an Order of the Board where water pipes or other pipes are laid under railways, the said Section 250 of the Railway Act was amended by Section 8 of the Act to amend the Railway Act, assented to May 19, 1911, by adding thereto the following sub-section:

"4. An Order of the Board shall not be required in the cases in which water pipes or other pipes are to be laid or maintained under the railway, with the consent of the railway company, in accordance with the general regulations, plans or specifications adopted or approved by the Board for such purposes."

THEREFORE IT IS ORDERED that the Standard Regulations Regarding Pipe Crossing Under Railways, approved by Order of the Board No. 13494, dated April 19, 1911, be, and they are herbey adopted and approved pursuant to the said amendment.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 76.

Order No. 13732.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

FRIDAY, the 26th day of May, A.D. 1911.

HON. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner*
S. J. McLEAN, *Commissioner.*

IN THE MATTER OF Section 246 of the Railway Act, and the erection and maintenance of wire crossings over railways.

AND IN THE MATTER OF the Order of the Board No. 10637, dated May 17, 1910. (File 9690, Case 4704, Part 2).

WHEREAS, by Section 7 of the Act to amend the Railway Act, assented to May 19th, 1911, Section 4 of Chapter 50 of the Statutes of 1910, is repealed, and the following is enacted as Sub-section 5 of Section 246 of the Principal Act:

"5. An Order of the Board shall not be required in cases in which wires or other conductors for the transmission of electrical energy are to be erected or maintained over or under a railway, or over or under wires or other conductors for the transmission of electrical energy with the consent of the railway company or the company owning or controlling such last mentioned wires or conductors, in accordance with any general regulations, plans or specifications adopted or approved by the Board for such purposes."

THEREFORE IT IS ORDERED that the "Standard Conditions and Specifications for Wire Crossings," approved by Order of the Board No. 8392, dated October 7th, 1909, be and they are hereby, adopted and approved pursuant to the said amendment.

AND IT IS FURTHER ORDERED that the said Order of the Board No. 10637, dated the 17th day of May, 1910, be, and it is hereby rescinded.

(Sgd.) J. B. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 77.

Order No. 13847.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

TUESDAY, the 30th day of May, A.D. 1911.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. McLEAN, *Commissioner.*

IN THE MATTER OF Section 275 of the Railway Act and the amending Acts 8-9 Edward VII., Chapter 32, Section 13, and 9-10 Edward VII., Chapter 50, Section 15;

AND IN THE MATTER OF Section 292 of the Railway Act, and circular No. 60, dated March 7th, 1911, regarding reports of accidents at highway crossings, issued under the direction of the Board. (File 16781).

UPON the application of the Michigan Central Railroad Company, and to more clearly define the meaning of the said circular—

IT IS ORDERED that where an accident has happened subsequent to January 1st, 1905, or hereafter happens, at a higway crossing by a moving train causing bodily injury or death to a person using such crossing, and the company immediately protects such crossing by a watchman, such protection will be regarded as satisfactory to the Board until the company is able to make report and the Board has the accident investigated and the crossing inspected, or until further Order.

(Sgd.) J. P. MABEE,
Chief Commissioner.
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 78.

File No. 16513. Order 14115.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

FRIDAY, the 14th day of July, A.D. 1911.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

In the Matter of the Rules and Instructions for the Inspection and Testing of Locomotive Boilers and their Appurtenances.

IN PURSUANCE of the powers conferred upon the Board under Section 30 of the Railway Act, as amended by paragraph 2 of the Act passed at the present session of Parliament, assented to on the 19th day of May, 1911, and Section 264 of the Railway Act, and of all other powers possessed by the Board in that behalf; and upon the hearing of counsel and representatives for the railway companies, and the report of its operating offices—

IT IS ORDERED that the railway companies subject to the jurisdiction of the Board adopt and put into force, not later than the first day of January, 1912, the rules and instructions for the inspection and testing of locomotive boilers and their appurtenances following, namely:—

1. The railway company will be held responsible for the general design and construction of the locomotive boilers under its control. The safe working pressure for each locomotive boiler shall be fixed by the chief mechanical officer of the company or by a competent mechanical engineer under his supervision, after full consideration has been given to the general design, workmanship, age, and condition of the boiler.

2. The mechanical officer in charge at each point where boiler work is done will be held responsible for the inspection and repair of all locomotive boilers and their appurtenances under his jurisdiction. He must know that all defects disclosed by any inspection are properly repaired before the locomotive is returned to service.

3. The term inspector as used in these rules and instructions, unless otherwise specified, will be held to mean the railway company's inspector.

4. *Time of Inspection.*—The interior of every boiler shall be thoroughly inspected before the boiler is put into service, and whenever a sufficient number of flues are removed to allow examination.

5. *Flues to be Removed.*—All flues of boilers in service, except as otherwise provided, shall be removed at least once every three years, and a thorough examination shall be made of the entire interior of the boiler. After flues are taken out, the inside of the boiler must have the scale removed and be thoroughly cleaned. This period for the removal of flues may be extended upon application if an investigation shows that conditions warrant it.

6. *Method of Inspection.*—The entire interior of the boiler must then be examined for cracks, pitting, grooving, or indications of overheating and for damage where mud has collected or heavy scale formed. The edges of the plates, all laps, seams, and points where cracks and defects are likely to develop or which an exterior examination may have indicated, must be given an especially minute examination. It must be seen that braces and stays are taut, that pins are properly secured in place, and that each is in a condition to support its proportion of the load.

7. *Repairs.*—Any boiler developing cracks in the barrel shall be taken out of service at once, thoroughly repaired, and reported to be in satisfactory condition before it is returned to service.

8. *Lap Joint Seams.*—Every boiler having lap joint longitudinal seams without reinforcing plates, shall be examined with special care to detect grooving or cracks at the edges of the seams.

9. *Fusible Plugs.*—If boilers are equipped with fusible plugs they shall be removed and cleaned of scale at least once every month. Their removal must be noted on the report of inspection.

10. *Time of Inspection.*—The exterior of every boiler shall be thoroughly inspected before the boiler is put into service and whenever the jacket and the lagging are removed.

11. *Lagging to be Removed.*—The jacket and lagging shall be removed at least once every five years and a thorough inspection made of the entire exterior of the boiler. The jacket and lagging shall also be removed whenever, on account of any indication of leaks, the Board's inspector or the railway company's inspector considers it desirable or necessary.

12. *Time of Testing.*—Every boiler, before being put into service and at least every twelve months thereafter, shall be subjected to hydrostatic pressure 25 per cent above the working steam pressure.

13. *Removal of Dome Cap.*—The dome cap and throttle standpipe must be removed at the time of making the hydrostatic test and the interior surface and connections of the boiler examined as thoroughly as conditions will permit. In case the boiler can be entered and thoroughly inspected without removing the throttle standpipe, the inspector may make the inspection by removing the dome cap only: but the variation from the rule must be noted in the report of inspection.

14. *Witness of Test.*—When the test is being made by the railway company's inspector, an authorized representative of the company, thoroughly familiar with boiler construction, must personally witness the test and thoroughly examine the boiler while under hydrostatic pressure.

15. *Repairs and Steam Test.*—When all necessary repairs have been completed, the boiler shall be fired up and the steam pressure raised to not less than the allowed working pressure, and the boiler and appurtenances carefully examined. All cocks, valves, seams, bolts, and rivets must be tight under this pressure and all defects disclosed must be repaired.

16. *Time of Testing Rigid Bolts.*—All stay bolts shall be tested at least once each month. Stay bolts shall also be tested immediately after each hydrostatic test.

17. *Method of Testing Rigid Bolts.*—The inspector must tap each bolt and determine the broken bolts from the sound or the vibration of the sheet. If stay-bolt tests are made when the boiler is filled with water, there must be not less than

fifty pounds' pressure on the boiler. Should the boiler not be under pressure, the test may be made after draining all the water from the boiler, in which case the vibration of the sheet will indicate any unsoundness. The latter test is preferable.

18. *Method of Testing Flexible Stay Bolts with Caps.*—All flexible stay bolts having caps over the outer ends shall have the caps removed at least once every eighteen months and also whenever the Board's inspector or the railway company's inspector considers the removal desirable in order to inspect the stay bolts thoroughly. The fire-box sheets should be carefully examined at least once a month to detect any bulging or indications of broken stay bolts.

19. *Method of Testing Flexible Stay Bolts Without Caps.*—Flexible stay bolts which do not have caps shall be tested once each month the same as rigid bolts and in addition shall be tested once each eighteen months by means of a plug wrench and a bar, sufficient pressure being applied to determine if the bolt is broken.

20. *Broken Stay Bolts.*—No boiler shall be allowed to remain in service when there are two adjacent stay bolts broken or plugged in any part of the fire-box or combustion chamber, nor when three or more are broken or plugged in a circle four feet in diameter, nor when five or more are broken or plugged in the entire boiler.

21. *Telltale Holes.*—All stay bolts shorter than 8 inches, applied after January 1, 1912, except flexible bolts, shall have telltale holes three-sixteenths of an inch in diameter and not less than 1¼ inches deep in the outer end. These holes must be kept open at all times.

22. All stay bolts shorter than 8 inches, except flexible bolts and rigid bolts which are behind frames and braces, shall be drilled when the locomotive is in the shop for heavy repairs and this work must be completed prior to July 1, 1914.

23. *Location of Gauges.*—Every boiler shall have at least one steam gauge which will correctly indicate the working pressure. Care must be taken to locate the gauge so that it will be kept reasonably cool, and can be conveniently read by the enginemen.

24. *Siphon.*—Every gauge shall have a siphon of ample capacity to prevent steam entering the gauge. The pipe connection shall enter the boiler direct, and shall be maintained steam-tight between boiler and gauge.

25. *Time of Testing.*—Steam gauges shall be tested at least once every three months and also when any irregularity is reported.

26. *Method of Testing.*—Steam gauges shall be compared with an accurate test gauge or dead weight tester, and gauges found inaccurate shall be corrected before being put into service.

27. *Badge Plates.*—A metal badge plate showing the allowed steam pressure shall be attached to the boiler head in the cab. If the boiler head is lagged, the lagging and jacket shall be cut away so the plate can be seen.

28. *Boiler Number.*—The builder's number of the boiler, if known, shall be stamped on the dome. If the builder's number of the boiler cannot be obtained, an assigned number which shall be used in making out specification card shall be stamped on the dome.

29. *Safety Valve.*—Every boiler shall be equipped with at least two safety valves, the capacity of which shall be sufficient to prevent, under any conditions of service, an accumulation of pressure more than 5 per cent above the allowed steam pressure.

30. *Setting of Safety Valves.*—Safety valves shall be set by the gauge used on the boiler to pop at pressures not exceeding six pounds above the allowed steam pressure; the gauge in all cases to be tested before the safety valves are set or any changes made in the setting. When safety valves are being set the water level in the boiler must not be above the highest gauge cock.

31. *Time of Testing.*—Safety valves shall be tested under steam at least once every three months, and also when any irregularity is reported.

32. *Water Glass and Gauge Cocks.*—Every boiler shall be equipped with at least one water glass and three gauge cocks. The lowest gauge cock and the lowest reading of the water glass shall be not less than three inches above the highest part of the crown sheet. Boilers now in service with lowest gauge cock and lowest reading of the water glass less than three inches, shall be changed to three inches prior to January 1, 1915. Locomotives which are not now equipped with water glasses shall have them applied on or before July 1, 1912.

33. *Water Glass Valves.*—All water glasses shall be supplied with two valves or shut-off cocks, one at the upper and one at the lower connection of the boiler, and also a drain cock, so constructed and located that they can be easily opened and closed by hand.

34. *Time of Cleaning.*—The spindles of all gauge cocks and water glass cocks shall be removed and cocks thoroughly cleaned of scale and sediment at least once each month.

35. All water glasses must be blown out and gauge cocks tested before each trip and gauge cocks must be maintained in such condition that they can be easily opened and closed by hand without the aid of a wrench or other tool.

36. *Water and Lubricator Glass Shields.*—All tubular water glasses and lubricator glasses must be equipped with a safe and suitable shield which will prevent the glass from flying in case of breakage, and such shield shall be properly maintained.

37. *Water Glass Lamps.*—All water glasses must be supplied with a suitable lamp properly located to enable the engineer to see easily the water in the glass.

38. Injectors must be kept in good condition, free from scale, and must be tested before each trip. Boiler checks, delivery pipes, feed water pipes, tank hose and tank valves must be kept in good condition, free from leaks and from foreign substances that would obstruct the flow of water.

39. Flue plugs must be provided with a hole through the centre not less than three-fourths of an inch in diameter. When one or more tubes are plugged at both ends, the plugs must be tied together by means of a rod not less than five-eighths of an inch in diameter. Flue plugs must be removed and flues repaired at the first point where such repairs can properly be made.

40. *Time of Washing.*—All boilers shall be thoroughly washed as often as the water conditions require, but not less frequently than once each month. All boilers shall be considered as having been in continuous service between washouts, unless the dates of the days that the boiler was out of service are properly certified on washout reports and the report of inspection.

41. *Plugs to be Removed.*—When boilers are washed, all washouts, arch and water bar plugs must be removed.

42. *Water Tubes.*—Special attention must be given the arch and water bar tubes to see that they are free from scale and sediment.

43. *Office Record.*—An accurate record of all locomotive boiler washouts shall be kept in the office of the railway company. The following information must be entered on the day that the boiler is washed.

(*a*) Number of locomotive.
(*b*) Date of washout.
(*c*) Signature of boiler washer or inspector.
(*d*) Statement that spindles of gauge cocks and water glass cocks were removed and cocks cleaned.
(*e*) Signature of the boiler inspector or the employee who removed the spindles and cleaned the cocks.

44. *Leaks Under Lagging.*—If a serious leak develops under the lagging, an examination must be made and the leak located. If the leak is found to be due to a crack in the shell or to any other defect which may reduce safety, the boiler must be taken out of service at once, thoroughly repaired, and reported to be in satisfactory condition before it is returned to service.

45. *Leaks in Front of Enginemen.*—All steam valves, cocks and joints, studs, bolts, and seams shall be kept in such repair that they will not emit steam in front of the enginemen so as to obscure their vision.

46. *Report of Inspection.*—Not less than once each month and within fifteen days after each inspection, a report of inspection, Form No. 1, size 6 by 9 inches, shall be filed with the Chief Operating Officer of the Board for each locomotive used by a railway company, and a copy shall be filed in the office of the chief mechanical officer having charge of the locomotive.

47. A copy of the monthly inspection report, Form 1 of the schedule hereto, or a quarterly inspection card, Form No. 2 of the schedule hereto, properly filled out, shall be placed under glass in a conspicuous place in the cab of the locomotive before the boiler inspected is put into service.

48. Not less than once each year and within ten days after hydrostatic and other required tests have been completed, a report of such tests showing general conditions of the boiler and repairs made shall be submitted on Form No. 3 of the schedule hereto, size 6 by 9 inches, and filed with the Chief Operating Officer of the Board, and a copy shall be filed in the office of the chief mechanical officer having charge of the locomotive. The monthly report will not be required for the month in which this report is filed.

49. *Specification Card.*—A specification card, size 8 by 10½ inches, Form No. 4 of the schedule hereto, containing the results of the calculations made in determining the working pressure and other necessary data, shall be filed in the office of the Chief Operating Officer of the Board for each locomotive boiler. A copy shall be filed in the office of the chief mechanical officer having charge of the locomotive. Every specification card shall be verified by the engineer making the calculations, and shall be approved by the chief mechanical officer. These specification cards shall be filed as promptly as thorough examination and accurate calculation will permit. Where accurate drawings of boilers are available, the data for specification card, said Form No. 4, may be taken from the drawings, and such specification cards must be completed and forwarded prior to July 1, 1912. Where accurate drawings are not available, the required data must be obtained at the first opportunity, when general repairs are made or when flues are removed. Specification cards must be forwarded within one month after examination has been made, and all examinations must be completed and specification cards filed prior to July 1, 1915, flues being removed, if necessary, to enable the examination to be made before this date.

50. In the case of an accident resulting from failure from any cause, of a locomotive boiler, or any of its appurtenances, resulting in serious injury, or death to one or more persons, the carrier owning or operating such locomotive, shall immediately transmit by wire to the Chief Operating Officer of the Board, at his office in Ottawa, Ontario, a report of such accident, stating the nature of the accident, the place at which it occurred, and where the locomotive may be inspected, which wire shall immediately be confirmed by mail, giving a full detailed report of such accident, stating, so far as may be known, the causes, and giving a complete list of the killed or injured.

51. Every railway company violating the provisions of this order shall be liable to a penalty of $100 for each and every such violation.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

MONTHLY LOCOMOTIVE BOILER AND INSPECTION REPAIR REPORT.

Boiler Form No. 1.

Month of .....191 .

Locomotive { Number.....
Initial.....

.....Company.

In accordance with the Order of the Board and the rules and the instructions issued in pursuance thereof, I hereby certify that on.....191.., at..... I inspected the boiler of Locomotive No.....and the appurtenances thereof, operated by the.....Company; that all defects disclosed by said inspection have been repaired, except as noted on the back of this report; that to the best of my knowledge and belief said boiler and appurtenances are in proper condition for use, and safe to operate with a steam pressure of..... pounds per square inch.

1. Safety valves set at.....lbs.....lbs.....lbs., on.....191 .
2. Steam gauges tested and left in good condition on.....191 .
3. Was boiler washed and gauge cock and water glass cock spindles removed and cocks cleaned?.....
4. Were both injectors tested and left in good condition?.....
5. Were all steam leaks repaired?.....
6. Conditions of flues and fire-box sheets .....
7. Condition of stay bolts and crown stays.....
8. Number of crown and stay bolts renewed .....
9. Condition of arch or water bar tubes, if used.....
10. Date of previous hydrostatic test.....191 .

.....*Inspector.*

Province of.....
County of .....

I hereby certify that to the best of my knowledge and belief the above report is correct.

.....*Officer in Charge.*

Boiler Form No. 2.

QUARTERLY INSPECTION CARD FOR LOCOMOTIVE CAB.

.....

(Name of Railroad.)

I hereby certify that the boiler and appurtenances of locomotive No..... operated by the above railway company, were inspected on.....191.. as required by order of the Board.

Safety valves and steam gauges were tested on.....191.. ....

Last hydrostatic test was made.....191..

.....

Inspector.

NOTE—This card must be renewed within three months from date of above inspection.

SESSIONAL PAPER No. 20c

Boiler Form No. 3.

ANNUAL LOCOMOTIVE BOILER INSPECTION AND REPAIR REPORT.

.....Company.

Locomotive { Number.....
Initial.....

In accordance with the Order of the Board and the rules and instructions issued in pursuance thereof, I hereby certify that on..... ....191.., at..... .....I inspected the boiler of Locomotive No..... and the appurtenances thereof, operated by the..... Company; that all defects disclosed by said inspection have been repaired, except as noted on the back of this report; that to the best of my knowledge and belief said boiler and appurtenances thereof are in proper condition for use, and safe to operate with a steam pressure of ..... pounds per square inch.

1. Date of previous hydrostatic test.....191..
2. Date of previous removal of flues.....191..
3. Date of previous removal of lagging from barrel.....191..
4. Date of previous removal of caps from flexible stay bolts.....191..
5. Were all flues removed?.....
6. Number of flues removed.....
7. Was all lagging on fire-box removed?.....
8. Was all lagging on barrel removed?.....
9. Were caps removed from all flexible stay bolts?.....
10. Where dome cap and throttle standpipe removed?.....
11. Hydrostatic test pressure of.....Pounds were applied
12. Were both injectors tested and left in good condition?.....
13. Were both steam gauges tested and left in good condition?.....
14. Safety valves set to pop at.....pounds.....pounds.....pounds
15. Was boiler washed; water glass cocks and gauge cocks cleaned?.....
16. Were all steam leaks repaired?..... .....
17. Number of broken crown stays and stay bolts renewed.....
18. Condition of exterior of barrel .....
19. Condition of interior of barrel .....
20. Condition of fire-box sheets and flues .....
21. Condition of arch tubes.....
22. Condition of water-bar tubes .....
23. Condition of cross stays .....
24. Condition of throat stays.....
25. Condition of sling stays.....
26. Condition of crown bars, braces, and bolts.....
27. Condition of dome braces.....
28. Condition of back head braces.....
29. Condition of front flue sheet braces.....

I hereby certify that to the best of my knowledge and belief the above report is correct.

.....*Inspector.*

Province of.....
County of .....

.....*Officer in charge.*

Boiler Form 4.

SPECIFICATION CARD FOR LOCOMOTIVE No.....

Owned by.....Railway Company.
Operated by.....Railway Company.
Builder.....
Builder's No. of boiler.....
When built.....
Where built.....
Type of boiler.....
Material of boiler-shell sheets.....
Material of rivets.....
Dome, where located.....
Grate area in square feet.....
Height of lowest reading of gauge glass above crown sheet.....
Height of lowest gauge cock above crown sheet.....
Water-bar tubes, O. diam.....
thickness.....
Arch tubes, O. diam.....
thickness.....
Fire tubes, number.....
Fire tubes, O. diam.....
length.....
Safety valves.....

No.	Size.	Make.	Style.

Fire-box stay bolts, O. diam.....
spaced.....×.....
Combustion chamber stay bolts, O. diam.....
Combustion chamber stay bolts, spaced.....×.....
Crown stays, O. diam., top.....
bottom.....
Crown stays spaced.....×.....
Crown-bar rivets, O. diam, top.....
bottom.....
Crown-bar rivets, spaced.....×.....
Water space at fire-box ring, sides.....
.....back.....front.....
Width of water space at side of fire-box measured at centre line of boiler, front.....
.....back.....

Shell sheets—
Front tube.....thick.....
1st course.....thick.....I. diam.
2nd course.....thick.....I. diam.
3rd course.....thick.....I. diam.

Memo.: When courses are not cylindrical give inside diameter at each end.

Fire-box—
Thickness of sheets:
Tube.....crown.....side.....
Door.....
Combustion chamber.....
Inside throat (if tube sheet is in two pieces).....

External fire-box—. . . . . .

Thickness of sheets—throat. . . . . .

back head. . . . . .

Roof. . . . . .sides. . . . . .

Dome inside diam. . . . . .

Thickness of sheet. . . . . .base . . . . . .

liner. . . . . .

Were you furnished with authentic records of the tests of material used in boiler? . . . . . .

Records on file in the office of the. . . . . of the. . . . . company, show that the lowest tensile strength of the sheets in the shell of this boiler is:

1st course. . . . . pounds per sq. in.

2nd course . . . . . pounds per sq. in.

3rd course. . . . . .pounds per sq. in.

Is boiler shell circular at all points?. . . . . .

If shell is flattened, state location and amount. . . . . .

Are all parts thoroughly stayed?. . . . . .

Are dome and other openings sufficiently reinforced?. . . . . .

Is boiler equipped with fusible plugs?. . . . . .

Make working sketch here or attach drawing of longitudinal and circumferential seams used in shell of boiler, indicating on which courses used, and give calculated efficiency of weakest longitudinal seam.

The maximum stresses at the allowed working pressure were found by calculation to be as follows:—

Stay-bolts at root of thread. . . . . lbs. per square inch.

Stay-bolts at reduced section. . . . . .per square inch.

Crown stays or crown bar rivets at root of thread or smallest section, top. . . . . .lbs. per square inch.

Crown stays or crown bar rivets at root of thread or smallest section, bottom. . . . . .lbs. per square inch.

Round and rectangular braces. . . . . .lbs. per square inch.

Gusset braces . . . . . .lbs. per square inch. . . . . .

Shearing stress on rivets. . . . . lbs. per square inch.

Tension of net section of plate in longitudinal seam of lowest efficiency, pounds per square inch.

Dimensions and data taken from locomotive were furnished by. . . . . .

Data upon which above calculations were made were obtained from drawing No. . . . . .dated. . . . . .furnished by . . . . . .Company.

. . . . . .*Mechanical Engineer.*

GENERAL ORDER No. 79.

Order No. 14271.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

THURSDAY, the 20th day of July, A.D. 1911.

S. J. McLEAN, *Commissioner.*
Hon. J. P. MABEE, *Chief Commissioner.*

IN THE MATTER OF the joint application of the Grand Trunk and Canadian Pacific Railway Companies, under Sections 29, 30, 268, and 269 and such other sections of the Railway Act as may be applicable, for an amendment to the General Train and Interlocking Rules approved by the Board by Order No. 7563, dated July 12, 1909. (File 4135.15.)

UPON reading what is alleged in support of the application; and upon the report and recommendation of the Chief Operating Officer of the Board—

IT IS ORDERED that the said General Train and Interlocking Rules be, and they are hereby, amended by cancelling the rules following, marked "Rules to be Cancelled," and substituting therefor the following provisions, marked "New Rules to be Substituted":

RULES TO BE CANCELLED.	NEW RULES TO BE SUBSTITUTED.
Home Block Signal and Station Protection Signal, and Train Order Signal.	
A semaphore arm 60 degrees from the horizontal or a disc withdrawn indicates, "Proceed." When this position at night a green light is displayed.	A semaphore arm 60 degrees below or 90 degrees above the horizontal or a disc withdrawn indicates, "Proceed." When this position at night a green light is displayed.
Distant Block Signal.	
A semaphore arm standing horizontal or a disc displayed indicates, "Proceed with caution, prepared to stop at home signal." When this position at night a yellow light is displayed.	A semaphore arm standing 45 degrees above horizontal or a disc displayed indicates, "Proceed, prepared to stop at next signal." When in this position at night a yellow light is displayed.
A semaphore arm 60 degrees from the horizontal or a disc withdrawn indicates, "Proceed." When in this position at night a green light is displayed.	A semaphore arm 60 degrees below or 90 degrees above the horizontal or a disc withdrawn indicates, "Proceed." When in this position at night a green light is displayed.
Interlocking Signals—Home Signal.	
A semaphore arm 60 degrees from the horizontal indicates, "Proceed." When in this position at night a green light is displayed.	A semaphore arm 60 degrees below or 90 degrees above the horizontal indicates, "Proceed." When in this position at night a green light is displayed.
Interlocking Signals—Distant Signal.	
A semaphore arm standing horizontal indicates, "Proceed with caution, prepared to stop at the home signal." When in this position at night a yellow light is displayed.	A semaphore arm standing 45 degrees above horizontal indicates, "Proceed, prepared to stop at next signal." When in this position at night a yellow light is displayed.
A semaphore arm 60 degrees from the horizontal indicates, "Proceed." When in this position at night a green light is displayed.	A semaphore arm 60 degrees below or 90 degrees above the horizontal indicates, "Proceed." When in this position at night a green light is displayed.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

SESSIONAL PAPER No. 20c

GENERAL ORDER No. 80.

Order No. 14389.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

TUESDAY, the 25th day of July, A.D. 1911

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF Special Freight Tariffs governing the Weighing of Carload Traffic and Allowances from Track-scale Weights;

AND IN THE MATTER OF the application of the Canadian Manufacturers' Association and the Mountain Lumber Manufacturers' Association of Calgary, Alta., for an Order directing that the operation of the said tariffs put in force by the Railway Companies in Western Canada in the beginning of the month of May, 1911, be delayed until after the applicants shall have had an opportunity of being heard.—(File 87991.)

UPON the reading of what has been filed in support of the application, and a consideration of the evidence offered and the argument made in the application of the Canadian Manufacturers' Association and others at the sittings of the Board held at Ottawa, June 20, 1911.

IT IS ORDERED that the special tariffs of the railway companies operating west of and including Port Arthur, Ontario, showing the allowances from track-scale weights of carload traffic, as in effect immediately prior to the 1st day of May, 1911, be restored until the applicants and shippers shall have an opportunity of presenting their views to the Board, or until the matters in dispute shall have been adjusted between the parties at a conference which shall be had between the railway companies and shippers, or their representatives.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 81.

Order No. 15391.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

WEDNESDAY, the 15th day of November, A.D. 1911.

Hon. J. P. MABEE, *Chier Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the additional charges for cartage collected by railway companies, or their cartage agents, at so-called cartage points.—(File 18663.)

IT IS ORDERED that all railway companies subject to the jurisdiction of the Board be, and they are hereby, required to file with the Board, within sixty days from the date of this Order, copies of all existing contracts with their cartage agents for the cartage of freight traffic at so-called cartage points, with maps showing the cartage limits at each cartage point, and thereafter to file from time to time any new contracts or modifications of existing ones, or of cartage limits.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada

GENERAL ORDER No. 82.

Order No. 15543.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Sittings at Montreal.

MONDAY, the 27th day of November, A.D. 1911.

Hon. J. P. MABEE, *Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the application of the Blaugas Company of Canada, Limited, under section 29 of the Railway Act, for an Order to rescind, change, alter, or vary Clause I (c) of Order No. 12542, dated December 9, 1910, regarding use of blaugas by railway companies subject to the jurisdiction of the Board. (File 4739.8.)

UPON hearing the application in the presence of counsel for the applicant company and what was alleged, and reading the report of its inspector.

IT IS ORDERED that the said Order No. 12542, dated December 9, 1910, be, and it is hereby, amended by striking out sub-section (c) of paragraph 1 of the Order.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 83.

Order No. 15754.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

MONDAY, the 8th day of January, A.D. 1912.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF rates for the carriage of freight traffic upon railway lines operating in Canada west of Port Arthur. (File 18755.)

WHEREAS, many general complaints and petitions have been made to the Board against the existing freight rates charged by the railway companies operating in Canada west of Lake Superior, and the Board had been delaying the consideration thereof until the final determination of the Regina rate case.

AND WHEREAS the Supreme Court of Canada, on the 6th day of December, *ultimo*, dismissed the appeal of the Canadian Pacific and Canadian Northern Railway Companies from the Order of the Board No. 12520, dated the 10th day of December, 1910, in the matter of the application of the city of Regina (above referred to), requiring the discrimination in favour of points in the province of Manitoba, and against points in the provinces of Saskatchewan and Alberta, to be removed by reducing the class freight rates from Port Arthur and Fort William, and points east thereof, to the said points in Saskatchewan and Alberta, and the said dismissal has left the Board free to undertake a wider investigation:

AND WHEREAS the tolls of the railway companies operating in the province of British Columbia are already the subject of inquiry by the Board, upon the complaints of the Vancouver Board of Trade and the United Farmers of Alberta;

AND WHEREAS the Board is empowered by the Act, upon its own motion, to hear and determine any matter or thing which, under the Act, it might inquire into, hear, and determine upon application or complaint;

THEREFORE IT IS DECLARED TO BE ADVISABLE THAT:

(1) A general inquiry be at once undertaken by the Board into all freight tolls in effect in the provinces of Manitoba, Saskatchewan and Alberta, and in the province of Ontario, west of and including Port Arthur, with the view that, in the event of its being determined that the said tolls, or any of them, are excessive, the same shall be reduced as the Board may determine.

(2) A sitting of the Board be held at the City of Ottawa on Tuesday, the 13th day of February, 1912, at 10 a.m., to consider the procedure upon the said inquiry and give directions with reference thereto.

(Signed) J. P. MABEE,
Chief Commissioner.
Board of Railway Commissioners for Canada.

NOTE.—The Board is applying to the Minister of Justice to appoint counsel to represent the public upon the said inquiry.

GENERAL ORDER No. 84.

Order No. 15819.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

THURSDAY, the 18th day of January, 1912.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the application of the Sanitaris, Limited, of Arnprior, in the province of Ontario, for an Order directing railway companies to furnish, during cold weather, heated cars for the carriage of mineral water, ginger ale, and other bottled beverages, in quantities aggregating not less than carload lots, from one shipper to one or more consignees and destinations. (File 18855.)

UPON the hearing of the application on the 4th January last, and hearing what was alleged on behalf of the railway companies and the applicant, and judgment being withheld for further information;

AND UPON its now appearing that railway companies had in practice systems of carrying way freight in heated cars; and upon the complaint of the Sudbury Brewing and Malting Company that such systems had been abandoned; and upon its appearing that at a meeting of the Canadian Freight Association, held on November 23, 1911, it is alleged in a circular sent to the said Brewing and Malting Company by a local freight agent of the Canadian Pacific Railway Company at Sudbury, that it was resolved that shipments in less than carload lots in heated cars should be discontinued; and its appearing that no notice of the withdrawal of such privilege had been given to shippers, and such withdrawal has worked hardship.

IT IS ORDERED that all railway companies subject to the jurisdiction of the Parliament of Canada shall forthwith re-establish the system or systems in practice by them of carrying less than carload lots in heated cars during the winter of 1910-1911; and shall forthwith grant to all shippers the rights and privileges of such ship-

ping facilities in respect to such traffic as were in force upon their various lines during the said winter, until further order, or until the reasonableness of the withdrawal of such facilities can be passed upon by the Board.

(Sgd.) D'ARCY SCOTT,
Assistant Chief Commissioner.
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 85.

Order No. 15947.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

MONDAY, the 12th day of February, A.D. 1912.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner*
S. J. MCLEAN, *Commissioner.*

IN PURSUANCE OF the powers conferred upon it, and for the further carrying out of the Order of the Board No. 14115 *re* Rules and Regulations for the inspection of locomotive boilers. (File 16513, Part III.)

IT IS HEREBY ORDERED that all railway companies under the jurisdiction of the Board file with the Chief Operating Officer of the Board, within thirty days from this date, a list showing the numbers of all locomotives owned or leased by them; and also file from time to time with the Chief Operating Officer of the Board a list giving the numbers of all additional locomotives that may be purchased, built, or leased by the said railway companies.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 86.

Order No. 15961.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

THURSDAY, the 15th day of February, A.D. 1912.

Hon. J. P. MABEE, *Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF rates for the carriage of freight traffic upon railway lines operating in Canada west of Port Arthur. (File 18755.)

The complaint of the Vancouver Board of Trade alleging discrimination in freight rates by the railway companies operating in the province of British Columbia having been fully heard and the Board having, during the progress and before the completion of that case, undertaken a general inquiry into freight rates in Aberta, Saskatchewan, Manitoba, and Ontario west of Port Arthur, and it appearing that the questions arising in the Vancouver Board of Trade case are so intimately related with the rates now under inquiry in the other provinces above mentioned that this matter cannot be satisfactorily disposed of separately—

THEREFORE IT IS ORDERED THAT:

1. The province of British Columbia be added to those above mentioned, and that the said general inquiry shall extend to and cover all the freight and passenger rates in that province.

2. That all the evidence and exhibits as well as the argument shall form part of the record in said inquiry.

3. That any interested party may supplement as he may desire to the said evidence and argument.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 87.

Order No. 15988.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

SATURDAY, the 17th day of February, A.D. 1912.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the question of equipment of locomotive engines with Dump Ash Pans or other appliance, to avoid the necessity of enginemen or others going underneath to clean the same. (File No. 4966.)

UPON the hearing of the matter at the sittings of the Board held in Ottawa, February 6, 1912, in the presence of counsel for the Grand Trunk, the Canadian Pacific, and the Ottawa and New York Railway Companies, and the Michigan Central Railroad Company, the International Brotherhood of Locomotive Engineers, and the Brotherhood of Locomotive Firemen and Enginemen being represented at the hearing, the evidence offered and what was alleged; and upon the recommendation of its Operating Officers—

IT IS ORDERED AS FOLLOWS:—

1. All railway companies subject to the jurisdiction of the Board, operating steam locomotives, shall, on or before the 31st day of December, 1913, equip such locomotives as may be in use with ash pans that can be dumped or emptied without the necessity of any employee going under such locomotive, except in case of emergency.

2. After the said date it shall be unlawful for any such railway company to use any locomotive not equipped as above provided.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 88.

Order No. 15995.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

FRIDAY, the 16th day of February, A.D. 1912.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the Order of the Board No. 3245, dated July 4, 1907, respecting fire-guards, and the provisions of 8-9 Edward VII, Chapter 32, Section 10. File 4741.12.

UPON hearing counsel for the Canadian Pacific Railway Company, the Grand Trunk Pacific Railway Company, and the Canadian Northern Railway Company, as well as perusing applications and suggestions from various persons and public bodies—

IT IS ORDERED AS FOLLOWS:—

1. Paragraphs 8, 9, 10, 11, 12 and 14, of Order No. 3245, dated July 4, 1907, are hereby rescinded.

2. Every railway company subject to the legislative authority of the Parliament of Canada, operating a steam railway in the province of Alberta or Saskatchewan, or both, shall on or before the first day of August in each year, construct, along each side of the right of way, in the said provinces, and not less than three hundred feet distant from the centre, a fire-guard consisting of a ploughed strip of land not less than sixteen feet in width.

3. Every railway company shall, between the said first day of August and the first day of December, in each year, keep the said fire-guards, and each parcel or section of land between them and the railway, free from dead or dry grass, weeds, or other unnecessary combustible matter.

4. Wherever the owner or occupant of land objects to the construction of such fire-guards, on the ground that the said construction would involve unreasonable loss or damage to property; or where the owner or occupant refuses to allow the construction and maintenance of such guards before the terms and conditions thereof are considered by the Board, pursuant to 8 and 9 Edward VII, Chapter 32, Section 10—the company, in either case, shall *at once* refer the matter to the Board, giving full particulars thereof, and shall in the meantime refrain from proceeding with the work.

5. No railway company shall permit its employees, agents, or contractors to enter upon land under cultivation to construct fire-guards until it has caused to be given to the owner or occupant of such land at least two weeks notice of its intention so to enter.

6. If the agent, employee, or contractor of any railway company leaves gates open, or cuts or leaves fences down, whereby stock or crops are injured, or does any other unnecessary damage to property in connection with the construction of fire-guards, every such agent, employee, or contractor, shall, in addition to any civil liability for damages, be subject to a penalty of $25 for every such offence.

7. Every railway company shall have the right to apply to the Board to be relieved from the terms of this Order where the nature of the country would render it either impossible or useless to construct such guards.

8. Every railway company disobeying or failing to comply with the provisions of these regulations, shall in addition to any pecuniary liability for damages be further liable to a penalty of one hundred dollars for every disobedience or failure.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

SESSIONAL PAPER No. 20c

GENERAL ORDER No. 89.

File 1570. Part IV. Order No. 16007.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

SATURDAY, the 17th day of February, A.D. 1912.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Asst. Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF

The question of the removal of snow cleaning devices from locomotives reserved for further consideration by Order of the Board No. 12287, dated November 3, 1910, based upon resolutions passed by the Dominion Legislative Board of the Brotherhood of Locomotive Engineers.

UPON the hearing of the matter at the sittings of the Board held in Ottawa on February 6, 1912, in the presence of counsel for the Grand Trunk Railway, the Canadian Pacific Railway, the Michigan Central Railroad, and the Ottawa and New York Railway Companies, the International Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen being represented at the hearing, the evidence offered, and what was alleged; and upon the recommendation of its Operating Officers—

IT IS ORDERED

1. That all railway companies within the legislative authority of the Parliament of Canada, operating snow ploughs shall, on or before the first day of November, 1912, equip such ploughs with:

(*a*) Direct connection between the plough and the steam whistle of the locomotive so that the man in the plough shall be able to give all proper signals.

(*b*) Air gauge, air controlling valve, and proper air connections between the plough and the locomotive so that the air brake may be controlled from the plough.

2. That snow ploughs run as push ploughs, not fitted with cupolas, and having no men in charge, shall be fitted with air pipe connections between the plough and the locomotive, so that in case of derailment and air connections being broken, the air will apply automatically.

(Signed) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 90.

Order No. 16275.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

THURSDAY, the 11th day of April, A.D. 1912.

D'ARCY SCOTT, *Asst. Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the Order of the Board No. 15995, dated February 16, 1912, and the application of the Canadian Northern Railway Company to amend said Order. File No. 4741.12.

UPON reading what is alleged in support of the application—

IT IS ORDERED that the said Order No. 15995 be and it is hereby, amended by substituting "1-2 George V., Chapter 22, Section 10", for "8-9 Edward VII, Chapter 32, Section 10," where these occur in the recital and operative parts of the Order.

(Signed) D'ARCY SCOTT,
Asst. Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 91.

Order No. 16570.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

WEDNESDAY, the 22nd day of May, A.D. 1912.

D'ARCY SCOTT, *Assistant Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*
A. S. GOODEVE, *Commissioner.*

IN THE MATTER OF the Orders of the Board prescribing regulations to be adopted by railway companies for the prevention of fires, and the application of the Lands Department of the Government of the province of British Columbia for an Order regulating the operation of railway locomotives within the province of British Columbia having regard to the spreading of fires upon lands adjacent to the company's right-of-way. File No. 4741.2

UPON the hearing of the application at the sittings of the Board held in the city of Toronto, on April 30, 1912, the Government of the province of British Columbia, the Canadian Pacific Railway Company, the Grand Trunk Pacific, the Grand Trunk, and the Canadian Northern Railway Companies, the Conservation Commission, and the Canadian Forestry Association being represented by counsel at the hearing, the Dominion Forestry Reserves also being represented, and what was alleged,—and upon the reading of what has been filed on behalf of the interests affected, and in pursuance of the powers conferred upon the Board by sections 30 and 269 of the Railway Act and all other powers possessed by it in that behalf—

IT IS ORDERED AS FOLLOWS:—

1. Order No. 3245, dated July 4, 1907; Order No. 3465, dated August 14, 1907; Order No. 8903, dated December 15, 1909; and Order No. 15995, dated February 16, 1912, be, and they are hereby rescinded.

2. Until further order, every railway subject to the legislative authority of the Parliament of Canada, under construction, or being operated by steam, shall, unless exempted by a special order of the Board, cause every locomotive engine used on the said railway, or portion of railway, being constructed or operated by it, to be fitted and kept fitted with netting mesh as hereinafter set forth, namely:

(*a*) On every engine equipped with an extension smoke box, the mesh shall be not larger than 2½ x 2½ per inch of No. 10 Birmingham Wire Gauge, and shall be placed in the smoke box so as to extend completely over the aperture through which the smoke ascends, the openings of the said mesh not to exceed a quarter of an inch and one sixty-fourth (that is, seventeen sixty-fourths) of an inch to the square.

(*b*) On every engine equipped with a diamond stack, the mesh shall be not more than 3 x 3 per inch of No. 10 Birmingham Wire Gauge, and shall be placed at the flare of the diamond of the stack, so as to cover the same completely,—the openings of the said mesh not to exceed three-sixteenths and one sixty-fourth (that is, thirteen sixty-fourths) of an inch to the square.

3. Every such railway company shall cause:—

(*a*) The openings of the ash pans on every locomotive engine used on the railway, or portion of railway, operated or being constructed by it, to be covered, when practicable, with heavy sheet iron dampers; and if practicable, with screen netting dampers 2½ x 2½ per inch of No. 10 Birmingham Wire Gauge,—such dampers to be fastened either by a heavy spring or by a split cotter and pins—or by such other method as may be approved by the Board.

(*b*) Overflow pipes from lifting injectors, or from water pipes from injector-delivery pipe, or from boiler, to be put into the front and back part of the ash pans and used from the first day of April to the first day of November, or during such portion of this period as the Board may prescribe, for wetting ash pans.

4. Every such railway company shall provide inspectors at terminal or divisional points where its locomotive engines are housed and repaired; and cause them,—in addition to the duties to which they may be assigned by the officials of the railway companies in charge of such terminal or divisional points,—

(*a*) To examine, at least once a week—

(1) The nettings,
(2) Dead plates,
(3) Ash pans,
(4) Dampers,
(5) Slides, and
(6) Any other fire-pretective appliance or appliances used on any and all engines running into the said terminal or divisional points.

(*b*) To keep a record of every inspection in a book to be furnished by the railway company for the purpose, showing:

(1) The numbers of the engines inspected.
(2) The date and hour of day of such inspection.
(3) The condition of the said fire-protective appliances and arrangements, and
(4) A record of repairs made in any of the above mentioned fire-protective appliances.

The said book to be open for inspection by the chief fire inspector or other authorized officer of the Board.

(*c*) In case any of the fire-protective appliances in any locomotive are found to be defective, said locomotive shall be removed from service and shall not (during said prescribed period), be returned to service, unless and until such defects are remedied.

(*d*) Every such railway company shall also appoint one or more special inspectors, as may be needed, whose duties shall be to make an independent examination of the fire-protective appliances on all the locomotives of such company, at least once each month, and report the conditions of such fire-protective appliances direct to the chief mechanical officer of the railway company, or other chief officer, held responsible for the condition of the motive power of the said company.

5. Any authorized officer of the Board, shall have power to inspect at any time any of the locomotives, and may remove from service any locomotive which is found to be defective in the said fire-protective appliances; and any such locomotive so removed from service shall not (during the said prescribed period), be returned to service unless and until such defects are remedied.

6. No employee of any such railway company shall—

(*a*) Do, or in any way cause, damage to the netting on the engine smoke-stack or to the netting in the front end of such engine;

(*b*) Open the back dampers of such engine while running ahead, or the front dampers while running tender first;

(*c*) Or otherwise do or cause damage or injury to any of the fire-protective appliances on the said engine.

7. No such railway company shall permit fire, live coals, or ashes, to be deposited upon its tracks or right of way outside of the yard limits, unless they are extinguished immediately thereafter.

8. No such railway company shall burn lignite coal on its locomotive engines as fuel for transportation purposes, unless otherwise ordered by the Board,—lignite coal consisting of and including all varieties of coal between peat and bituminous, with a carbon-hydrogen ratio of 11·2 or less, such ratio being based on analysis of air-dried coal.

9. Every such railway company shall establish and maintain fire-guards along the route of its railway as the chief fire inspector may prescribe. The nature, extent, establishment, and maintenance of such fire-guards shall be determined as follows:

(*a*) The Chief Fire Inspector shall each year prepare and submit to every such railway company a statement of the measures necessary for establishing and maintaining the routes of such railways in a condition safe from fire, so far as may be practicable.

(*b*) Said measures may provide for the cutting and disposal by fire, or otherwise, of all or any growth of an inflammable character, and the burning or other disposal of debris and litter, on a strip of sufficient width on one or both sides of the track; the ploughing or digging of land in strips of sufficient width on one or both sides of the track; and such other work as may, under the existing local conditions and at reasonable expense, tend to reduce to a minimum the occurrence and spread of fire.

(*c*) Said statements of the Chief Fire Inspector shall be so arranged as to deal with and prescribe measures for each separate portion of such railway upon and adjacent to which the fire risk calls for specific treatment. The intention shall be to adjust the protective measures to the local conditions and to make the expense proportionate to the fire risk and the possible damage.

(*d*) Said statements of the Chief Fire Inspector shall prescribe dates on or within which the foregoing protective measures shall be commenced and completed, and the fire-guards maintained in a clean and safe condition.

(*e*) No such railway company shall permit its employees, agents, or contractors to enter upon land under cultivation, to construct fire-guards, without the consent of the owner or occupant of such land.

(f) Wherever the owner or occupant of such land objects to the construction of fire-guards, on the ground that the said construction would involve unreasonable loss or damage to property, the company shall *at once* refer the matter to the Board, giving full particulars thereof, and shall in the meantime refrain from proceeding with the work.

(*g*) No agent, employee or contractor of any such railway company, shall permit gates to be left open or to cut or leave fences down whereby stock or crops may be injured, or do any other unnecessary damage to property, in the construction of fire-guards.

10. In carrying out the provisions of section 297 of the Railway Act, which enacts that "the company shall at all times maintain and keep its right-of-way free from dead or dry grass, weeds, and other unnecessary combustible matter," no such railway company or its agents, employees, or contractors shall, between the first day of April and the first day of November, burn or cause to be burned any ties, cuttings, debris, or litter upon or near its right-of-way, except under such supervision as will prevent such fires from spreading beyond the strip being cleared. The Chief Fire Inspector or other authorized officer of the Board may require that no such burning be done along specified portions of the line of any such railway, except with the written permission or under the direction of the Chief Fire Inspector or other authorized officer of the Board.

11. The railway company shall provide and maintain a force of fire-rangers fit and sufficient for efficient patrol and fire-fighting duty during the period from the first day of April to the first day of November of each year; and the methods of such force shall be subject to the supervision and direction of the Chief Fire Inspector or other authorized officer of the Board.

12. The Chief Fire Inspector shall, each year, prepare and submit to each and every railway company a statement of the measures such railway companies shall take for the establishment and maintenance of said specially organized force. Said statements among other matters may provide for—

(*a*) The number of men to be employed on the said force, their location and general duties, and the methods and frequency of the patrol;

(*b*) The acquisition and location of necessary equipment for transporting the said force from place to place, and the acquisition and distribution of suitable fire-fighting tools; and

(*c*) Any other measures which are considered by him to be essential for the immediate control of fire and may be adopted at reasonable expense.

13. Whenever and while all the locomotive engines used upon any such railway, or any portion of it, burn nothing but oil as fuel, during the aforesaid prescribed period, under such conditions as the Board may approve, the Board will relieve the said railway of such portions of these regulations as may seem to it safe and expedient.

14. The sectionmen and other employees, agents, and contractors of every such railway company shall take measures to report and extinguish fires on or near the right-of-way as follows:

(*a*) Conductors, engineers, or trainmen who discover or receive notice of the existence and location of a fire burning upon or near the right-of-way, or of a fire which threatens land adjacent to the right-of-way, shall report same to the agent or persons in charge at the next point at which there shall be communication by telegraph or telephone, and to the first section employees passed. Notice of such fire shall also be given immediately by a system of warning whistles.

(*b*) It shall be the duty of the agent or person so informed to notify immediately the nearest forest officer and the nearest section employees of the railway, of the existence and location of such fire.

(*c*) When fire is discovered, presumably started by the railway, such sectionmen or other employees of the railway as are available shall either independently or at the request of any authorized forest officer proceed to the fire immediately and take action to extinguish it; provided such sectionmen or other employees are not at the time engaged in labours immediately necessary to the safety of trains.

(*d*) In case the sectionmen or other employees available are not a sufficient force to extinguish the fire promptly, the railway company shall, either independently or at the request of any authorized forest officer, employ such other labourers as may be necessary to extinguish the fire; and as soon as a sufficient number of men, other than the sectionmen and regular employees are obtained, the sectionmen and other regular employees shall be allowed to resume their regular duties.

NOTE.—Any fire starting or burning within 300 feet of the railway track, shall be presumed to have started from the railway, unless proof to the contrary is furnished.

15. Every such railway company shall give particular instructions to its employees in relation to the foregoing regulations, and shall cause appropriate notices to be posted at all stations along its lines of railway.

16. Every such railway company allowing or permitting the violation of, or in any respect, contravening or failing to obey any of the foregoing regulations, shall, in addition to any other liability which the said company may have incurred, be subject to a penalty of one hundred dollars for every such offence.

17. If any employee or other person included in the said regulations, fails or neglects to obey the same, or any of them he shall, in addition to any other liability which he may have incurred, be subject to a penalty of twenty-five dollars for every such offence.

(Sgd.) D'ARCY SCOTT,
Assistant Chief Commissioner.
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 92.

Order No. 16575.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

WEDNESDAY, the 22nd day of May, A.D. 1912.

D'ARCY SCOTT, *Assistant Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the Order of the Board No. 6535 dated March 18, 1909, directing that tender trucks (where the tender, when loaded, weights 100,000 pounds or over) of locomotive engines used by companies operating steam railways by steam power under the legislative auhtority of the Parliament of Canada be equipped with steel-tire wheels; and in the matter of the application of the Forged Steel Car Wheel Company, Limited, for an Order amending said Order to include the forged steel wheel. (File 19818).

IN PURSUANCE OF

The powers conferred upon the Board by Sections 30 and 264 of the Railway Act, and of all other powers possessed by it in that behalf, and upon the report and recommendation of the Assistant Chief Operating Officer of the Board, concurred in by its Chief Operating Officer;

IT IS ORDERED that said Order of the Board No. 6535, dated March 18, 1909, as amended by Order No. 7790, dated August 16, 1909, be, and it is hereby, further amended by adding the words 'or forged steel' after the words 'steel rolled' in the fifth line of the operative part of the Order No. 6535, as amended by said Order No. 7790.

(Sgd.) D'ARCY SCOTT,
Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 93.

Order No. 16900.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

THURSDAY, the 27th day of June, A.D. 1912.

D'ARCY SCOTT, *Assistant Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF indicating changes in Freight, Passenger, and Express Tariffs: (File No. 19907.)

IT APPEARING to the Board that comparison of freight, passenger, and express schedules with those which they supersede or amend should be facilitated; and in pursuance of the powers conferred upon the Board by Section 322 of the Railway Act; and upon the report and recommendation of the Chief Traffic Officer of the Board.

SESSIONAL PAPER No. 20c

IT IS ORDERED that all freight, passenger, and express tariffs, and supplements thereto, applying between points in Canada, or from any point in Canada to a foreign country, filed with the Board on or after September 1, 1912, shall, except as hereinafter provided, indicate advances thereby made in existing tolls by the symbol 'A' (capital), and reduction by the symbol 'R' (capital), with the necessary explanatory note, in the following manner namely:

1. Schedules which show the rates opposite the stations,—
The proper symbol to be shown against each rate, or each rule or regulation, changed.

2. Schedules in which the rates appear in a table separated from the station list,—

(*a*) Unless the station groupings have been varied relatively to their rates, the proper symbol to be shown in the rate table in the manner prescribed in Section 1.

(*b*) If the station groupings have been varied relatively to their rates, the proper symbol, or symbols, to be shown against the reference on the station page to the rate table, and against each rule or regulation changed.

PROVIDED that if any rates or matter be necessarily so closely printed as to leave insufficient space for the symbols, or if the latter be otherwise unsuitable, and in such cases only, increases shall be printed in fullface type, and reductions in italics.

AND IT IS FURTHER ORDERED that the requirements that the title page, or front cover, of all tariffs, and supplements bear, at the top, the word (or words) 'Advance', 'Reduction', 'Re-issue', or 'New Rates', as the case may be, is not hereby abrogated.

(Signed) D'ARCY SCOTT,
Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.

GENERAL ORDER No. 94.

Order No. 17211.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

WEDNESDAY, the 24th day of July, A.D. 1912.

D'ARCY SCOTT, *Asst. Chief Commissioner.*
JAMES MILLS, *Commissioner*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF the consideration of the question of a uniform code of regulations governing the testing of hearing and eyesight of railway employees required to take such tests. (File 1750.17. Part II.)

IN PURSUANCE OF

The powers vested in it under Sections 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf; upon the hearing of the matter at the sittings of the Board held in the city of Ottawa on the 3rd day of October, 1911, the railway companies and railway employees being represented at the hearing, the evidence offered, and what was alleged; upon the reading of the representations filed on behalf of the parties interested; and upon the report and recommendation of the Chief Operating Officer of the Board—

IT IS ORDERED, that the railway companies subject to the jurisdiction of the Board adopt and put into force, not later than the first day of November, 1912, the rules set forth in the schedule hereto annexed under the heading, 'Uniform Rules Governing the Determination of Visual Acuity, Colour Perception, and Hearing of Railway Employees on Steam Railways'.

(Signed) D'ARCY SCOTT,
Assistant Chief Commissioner,
Board of Railway Commissioners for Canada.

UNIFORM RULES GOVERNING THE DETERMINATION OF VISUAL ACUITY, COLOUR PERCEPTION, AND HEARING OF RAILWAY EMPLOYEES.

1. Each person selected to make examinations must first pass the examination under a qualified oculist designated by the company, such oculist to then instruct candidate on the use of the instruments requisite for such examination and certify to candidates' qualifications as an examiner.

2. Each examiner shall be provided with:—

(*a*) A set of Snellens test types with at least three cards of each size of letters shown in different combinations (a single line on each card) for testing acuteness of vision.

(*b*) An American Railway Association standard reading card for testing near vision.

(*c*) A Holmgren or Thompson colour-selection test and instructions for use of the same.

(*d*) A 'Williams' Lantern, or one similarly constructed, and instructions for use of same.

(*e*) A pair of spectacles, or shade, for testing each eye separately.

(*f*) A triple grooved trial frame with one pair of plus two diopter lenses, one pair of plus one diopter lenses, and one pair of plane glass roundels.

(*g*) Blank forms for examinations and certificates.

3. Examinations shall be conducted in a well-lighted room or car in which a distance of twenty feet can be measured from test type, or face of lantern, to candidate; shades or curtains shall be provided in order to darken room or car, for lantern test.

4. In testing vision, colour perception, and hearing, only those concerned in such test other than the examiner and candidate shall be permitted to be present.

5. (*a*) The result of each examination must be shown in duplicate on the prescribed form, one copy to be preserved for reference by the examiners, the other to be forwarded to the division superintendent for inspection record and file.

(*b*) Those charged with the duty of making examinations on each division must keep proper check to ensure re-examination if all employees when due and must see that all employees who should be examined by an expert oculist under the rules, are required to take such examinations promptly, and that all glasses to be used by employees are sent to the oculist for approval as per Rule 13.

(*c*) Examiners will issue to each person who passes a satisfactory examination a certificate to that effect, and will, if desired, furnish employees who fail to pass a written statement of their rating and cause of failure.

(*d*) Division Superintendent must report to the* all cases wherein an employee should be examined by committee, or appears to be disqualified, giving full information as to result of examination.

(*e*) Oculists or experts will report result of their examinations to the division superintendent.

6. All persons desiring to enter the service (applicants) must take entrance examination without the use of glasses for distant vision, excepting Class E.

7. Applicants for entrance to service as enginemen, firemen, trainmen or brakemen, shall not be accepted if they have to use glasses for near vision. Applicants for other positions and employees in all branches of the service may use glasses for near vision when undergoing examination.

8. When the distant vision of an employee can be improved by the aid of glasses he should wear them.

9. All employees who require the aid of glasses for distant vision must wear them at all times when on duty and must carry a duplicate pair for use in emergency and will be examined with each pair.

10. All employees excepting those indoors who are permitted to wear glasses for distant vision while on duty must use the spectacle or automobile goggle form.

11. Automobile goggles fitted with glass for protection of the eyes may be used by employees in engine or freight train service.

12. The use of amber glasses by firemen as a guard against temporary fire blindness shall be permitted and should be encouraged.

13. Glasses of all kinds must be approved by an oculist designated by the company.

14. Applicants having a squint, or who are cross-eyed shall not be accepted. Examiners who suspect a case of double vision should use some simple test to determine its presence.

15. Enginemen who have less than 20-30 vision in either eye, without glasses, must be examined by a qualified oculist designated by the company.

16. Enginemen in Class A who fail to reach required standard must be examined by a committee of two appointed by the* and upon recommendation of this committee they may be permitted to wear glasses provided their combined vision can be brought to 20-20; committee to recommend the service to which they may be assigned.

17. Enginemen in Class B whose vision without glasses is less than 20-50, and either eye less than 20-70, or nil, must be examined by a committee of two, appointed by the* and if vision by the aid of glasses can be brought to 20-30 must wear glasses; committee to recommend service to which they may be assigned. (*See* Rules 15 and 18.)

18. Enginemen having 20-20 vision in one eye and less than 20-70, or nil, in the other, must be examined by a committee of two appointed by the* committee to recommend the service to which they may be assigned.

19. Where promotion standard is not specified, employees applying for transfer from one kind of service to another, or being promoted, must pass entrance examination of class they desire to enter, except that those who have been injured in service, or who have been in continuous service for at least two years, may be transferred to positions of hostlers, switch tenders, and crossing flagmen; also from one position to another under Class E upon passing the respective re-examination standards.

20. An employee in Class C, D, E or F who has been in continuous service for a period of not less than fifteen years, and who, through diminution of vision or muscular imbalance, fails to reach required standard, will be considered satisfactory if his acuteness of vision, with or without glasses, reaches the maximum standard specified for the class of service in which he is employed.

21. The test type should be in good light, the bottom of the card about on a level with the eye. Place the candidate twenty feet from the card, and ask him to read the type with both eyes open, than cover one of his eyes with a card, or shade, held firmly against the nose, taking care not to let it press against the eye ball, and instruct him to read with the other eye such type as may be indicated. Each eye shall be tested separately.

*To be filled in by each road to suit its own requirements.

(*a*) Examiners are reminded that the normal-eyed should read the twenty-foot (or 6 meter) letters at 20 feet, in which case the visual power should be expressed by the fraction 20-20. Should a candidate be unable to read the twenty-foot letters, at 20 feet but be able to read the 30 foot letters the result should be indicated by the fraction 20-30. If he can only read the forty-foot letters, record should be 20-40, &c.

(*b*) The candidate as provided in Rule No. 7, must be able to read the print in paragraph No. 2 of the Standard Card at a distance of from fourteen to eighteen inches to pass the test. Further test should be made by having the candidate read written train orders.

22. Applicant for entrance to service in Classes A and C will undergo additional test to ascertain if far-sighted to the extent of two diopters. Examiners will use combinations in trial frames representing plane and convex lenses, varying the test so that the candidate's former experience or knowledge obtained from others may be valueless. If an applicant reads without difficulty the twenty-foot letters at 20 feet through convex lenses of 2D he will not be considered satisfactory.

23. Examiners shall adhere to instructions laid down by Holmgren or Thompson in using colour-selection test and shall examine the colour sense of each eye separately. Further examination shall be made with Williams lantern, or one similarly constructed in the manner specified by Dr. Williams.

24. No applicant shall be accepted into the service and no employee retained in any of the classes specified in following standards who has defective colour sense.

25. No employee shall be disqualified from service by reason of defective colour sense without an examination by an oculist designated by the company.

26. In examination of hearing (which shall be with human voice) each ear shall be tested separately and the candidate should not see the movement of the examiners' lips.

27. Applicants for entrance to service must be able to hear and repeat an ordinary conversation or names and numbers spoken in a conversational tone, at a distance of 20 feet, in which case the hearing should be expressed by the fraction 20-20. When conversation can be heard at only ten feet, the hearing should be expressed by the fraction 10-20.

28. Employees will not be retained in the service if hearing is less than 15-20 in one ear, and 5-20 in the other; or less than 10-20 in each ear.

29. Employees included in the standards of vision must be re-examined as follows:—

(*a*) All classes every two years.

(*b*) Employees in engine, train or yard service who wear glasses for distant vision, enginemen having less than 20-30 vision in either eye, and other employees who have less than 20-70 vision in either eye, must be re-examined annually.

(*c*) After any accident in which they are concerned which may have been caused by defective vision, colour sense, or hearing.

(*d*) After any serious accident or illness or severe inflammation of the eye or eye lids.

(*e*) Before promotion. This does not mean that a freight conductor should be examined previous to his appointment as passenger conductor, or engineer in freight service previous to appointment in passenger service, but that freight brakemen shall be examined before being promoted to freight conductor, and firemen being promoted to engineer.

(*f*) Employees with hearing less than 20-20 in either ear must be examined semi-annually.

(*g*) For an individual employee at such periods as may be designated by the Company's Chief Medical Officer.

30. (*a*) Employees in Class A and B who are examined by a committee shall be given an outside or field test. A bracket pole with two dolls or two straight poles (spaced the same distance as dolls on the standard bracket pole) carrying four standard semaphore arms and lights will be used. A clear sky background, tests to be made standing.

(*b*) In making the tests candidates shall approach the signals from a point where they are unable to see them, and not be credited with being able to read signals unless they can promptly call changes as made in position of arms and colour of lights.

(*c*) The test with and without glasses shall be made at distances varying from 5,000 to 200 feet.

(*d*) Committee to record the different distances at which the employee being examined can promptly see the signals, and shall forward this information together with their recommendations as to the service to which he may be assigned to the*

*To be filled in by each road to suit its own requirements.

STANDARDS OF VISUAL ACUITY.

Indoor Tests.

Class.	Entrance to service.	Promotion.	Re-Examination.
CLASS A. Enginemen, Road Service Hostlers, who run on main track.	20-20 combined not less than 20-30 in either eye without glasses. Must not accept a plus 2D lens.	20-20 combined and not less than 20-40 in either eye without glasses.	20-20 combined not less than 20-70 in either eye; or 20-30 combined not less than 20-40 in either eye without glasses. See Rules 8, 15, 16 and 18.
CLASS B. Enginemen, Yard Service Hostlers, who do not run on main track.			20-30 combined not less than 20-50 in either eye without glasses. When combined vision without glasses is not less than 20-50 and neither eye less than 20-70, and by the aid of glasses combined vision can be brought to not less than 20-30, enginemen must wear glasses. See Rules 8, 9, 10, 13, 15, 17 and 18.
CLASS C. Firemen, Trainmen, Freight Brakemen, Yard Brakemen, Switch Tenders.	20-20 combined and in each eye tested separately without glasses. Must not accept a plus 2D lens.	20-30 combined not less than 20-40 in either eye without glasses.	20-30 combined not less than 20-40 in either eye with or without glasses, providing neither eye is less than 20-70 without glasses. Or 20-20 in one eye and less than 20-70 or nil in the other without glasses.

STANDARDS OF VISUAL ACUITY—*Continued.*

Indoor Tests.

Class.	Entrance to service.	Promotion.	Re-Examination.
CLASS D. Pass. Conductors, Freight Conductors, Yardmasters, Yard Conductors, Train Baggagemen.	20-20 combined not less than 20-30 in either eye without glasses.	20-30 combined not less than 20-40 in either eye without glasses.	20-40 combined not less than 20-50 in either eye with or without glasses. Or 20-30 combined not less than 20-70 in either eye with or without glasses. Or 20-20 in one eye and less than 20-70 or nil in the other without glasses.
CLASS E. Station Agents, Telegraph Operators, Signal Foremen, Signalmen, Bridge Foremen, Track Foremen, Drawbridge Tenders, Car and Engine Inspectors.	20-30 combined not less than 20-40 in either eye with or without glasses.	See Rule 19.	20-30 combined not less than 20-70 in either eye with or without glasses. Or 20-30 in one eye, and less than 20-70 or nil in the other without glasses
CLASS F. Crossing Flagmen, and Gatemen.	20-40 combined or not less than 20-50 in either eye without glasses.	See Rule 19.	20-50 combined not less than 20-70 in either eye with or without glasses. Or 20-40 in one eye and less than 20-70 or nil in the other without glasses

FIELD TESTS.

Class.		Without Glasses.	With Glasses.
CLASS A. Enginemen Road service.	By day, sunlight.	200, 400 and 2600 feet.	200, 400, and 5000 feet.
	Or by day, if cloudy with clear atmosphere.	200, 400, and 2000 feet.	200, 400 and 4000, feet.
	By night.	200, 400, and 2000 feet.	200, 400 and 4000 feet.
CLASS B. Enginemen, Yard service.	By day or night.	200, 400 and 800 feet.	200, 400 and 2600 feet.

SESSIONAL PAPER No. 20c

CICRULAR No. 1.

See File 1288.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OFFICE OF THE SECRETARY,

OTTAWA, Ont., March 18, 1907.

TELEPHONE WIRE CROSSINGS OVER DOMINION RAILWAYS.

By Section 246 of the Railway Act, "No lines or wires for telegraphs, telephones, or the conveyance of light, heat, power, or electricity, shall be erected, placed, or maintained across the railway without leave of the Board.

2. Upon any application for such leave, the applicant shall submit to the Board a plan and profile of the part of the railway proposed to be affected, showing the proposed location of such lines and wires and the works contemplated in connection therewith.

"3. The Board may grant such application and may order by whom, how, when, and on what terms and conditions, and under what supervision, such work shall be executed."

The Act makes it obligatory to file with each application a plan and profile of the part of the railway proposed to be affected.

The Board does not wish to embarrass applicants or delay these applications for crossings, and will, as far as possible, facilitate matters; but, as the statute requires that a plan be submitted, it is necessary that the plan should contain some details, and it should, if possible, be made in ink upon some tough paper or linen so that it may not be easily destroyed. It is not absolutely necessary to furnish surveyor's plan; any reasonable plan will be submitted to the engineer of the Board for his approval.

The sketch or plan for the Board should be in triplicate; and a copy should be furnished to the railway company, together with a copy of the application.

The profile must show the differences between the different lines of wire, and the height of the wires above the railway tracks. The lowest wire must not be less than twenty-five feet, at its lowest point, above the top of the rail.

Herewith are enclosed copies of the regulations of the Board relating to such applications, with suggested forms of application, notice to the railway company, and affidavit of service; also a copy of the standard conditions for telephone wire crossings.

Applications accompanied by the plans and profile in triplicate should be forwarded by mail, addressed to—

"THE SECRETARY,

Board of Railway Commissioners for Canada,

Ottawa, Ont."

with the affidavit of service upon the railway company.

The railway company may be served by delivering a copy of the application and notice, with a copy of the plan and profile, to the superintendent of the company, or to any adult person in the employ of the company at any principal office of the company.

The granting of an application would be facilitated by procuring the consent of the railway company in advance.

When objection is made, if neither party demands an oral hearing, the application is usually disposed of without such hearing, upon the advice of the Board's engineering department.

If the rules are reasonably complied with, and no oral hearing is necessary, there need be little delay in procuring the necessary order.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary

. . . . . Telephone Company,

. . . . . 191.

Application No. . . . . .

To the Board of Railway Commissioners for Canada,
Ottawa, Ont.

The . . . . . Telephone Company hereby applies to the Board for an Order under Section 246 of the Railway Act, granting leave to the said company to erect, place, and maintain its . . . . . across the tracks of the. . . . . Company at . . . . . in accordance with and subject to the Standard Conditions and Specifications for Telephone Crossings, and to the plan and profile hereto annexed.

. . . . . 191.

. . . . . Telephone Company.

Per . . . . . .

To the . . . . . Company. . . . . .

Take notice that you are hereby required to file with the Board of Railway Commissioners within ten days from the service hereof your answer to the within application.

. . . . . 190.

. . . . . Telephone Company.

Per . . . . . .

. . . . . .

I. . . . . .
of . . . . . , in the Province of. . . . . .
make oath and say:

1. That I am in the employ of . . . . . Telephone Company.

2. That I did on the . . . . . day of . . . . . 191 serve the . . . . . Railway Company above named with a true copy of the within Application and the Notice theron endorsed and of the plan and profile thereto attached by delivering the same to an adult person in the employ of the said Railway Company at its office in the . . . . . of . . . . . in the Province of . . . . . .

Sworn before me at . . . . . in the Province of. . . . . this . . . . . day of . . . . . 191 .

SESSIONAL PAPER No. 20c

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

SPECIFICATION FOR TELEPHONE LINES CROSSING OVER RAILWAY LINES.

Location of poles.—Poles to be located, wherever possible, a distance from the rail not less than equal to the length of the poles used.

Poles must, under no circumstances, be placed less than 12 feet from the rail of a main line, or less than 6 feet from the rail of siding. At loading sidings, sufficient space to be left for driveway.

Setting of poles.—Poles of 25 feet to 34 feet in length to be set not less than 5 feet; 35 feet, 5½ feet; 38 feet to 50 feet, not less than 6 feet; and over 50 feet, 7 feet in solid ground. Poles with side strains to be reinforced. Poles to be at least 7 inches in diameter at top. In soft ground, poles must be set so as to obtain the same amount of rigidity as would be obtained by the above specifications for setting poles in solid ground.

Length of span.—Span must be as short as possible consistent with the rules of locating and setting of poles.

Fitting of poles.—The poles at each side of a railway must be fitted with double cross arms, dimensions not less than 3 feet x 4 inches, equipped with 1¼-inch hardwood pins nailed in arms; arm to be properly fastened to the pole in a gain by not less than two lag screws ½ x 7-inch or by a ⅝-inch machine bolt through the pole; arms carrying more than two wires or carrying a cable must be braced by two iron braces fastened to the arm by ⅝-inch carriage bolts, and to the pole by a lag screw 5 x ⅝-inch.

Height of wires.—The lowest wire must not be less than 25 feet from top of rail for spans up to 145 feet, 2½ feet additional clearance must be given for every 20 feet additional length of span. Wires crossing over or under telegraph or telephone wires erected along the railway right-of-way must be clear either 3 feet over or 3 feet under.

Where open lines are strung across railway tracks, the stretch must consist of copper wire, to be not less than No. 13 New British Standard Gauge, ·080 inches in diameter. Wire to be tied to the insulator by a soft copper tie wire of same dimensions as line wire, not less than 20 inches in length.

Where a number of rubber-covered wires are strung across railway tracks, they may be made up into a cable by being twisted on each other or sewn with marline, which must be tied every 3 feet and the whole securely fastened to the poles by marline. Guy wires crossing railway tracks must consist of either 7 stranded No. 16 or No. 13 galvanized steel wire, and must be clearly indicated as guy wires on the plan accompanying the application.

Guards.—An iron hook guard to be placed on the end of each cross arm, or a wire loop guard over each wire and fastened by staples to the cross arm.

Cable.—Where cables are strung across tracks, they must be carried on a suspension wire of not less than 7 strands of No. 13 galvanized steel wire, which when cross arms are used will be attached to a ¾ iron hook; or when fastened to poles, a malleable iron messenger hanger bolted through the poles; the cable to be attached to the suspension wire by cable clips not more than 20 inches apart.

Rubber insulated cables of less than ¾-inch in diameter may be carried on a suspension wire of not less than 7 strands of No. 16 galvanized steel wire.

SPECIFICATIONS FOR TELEPHONE CONDUITS UNDER RAILWAY TRACKS.

Duct.—Vitrified clay, creosoted wood, iron pipe or fibre may be used.

Depth.—The excavation must be of sufficient depth to allow the top duct to be at least 3 feet below the bottom of the ties of the railway tracks.

Laying.—The duct to be laid on a base of 3 inches of concrete mixed in proportion, 1 of cement, 3 of sand, and 5 of broken stone or gravel.

Where stone is used, such stone not to be of greater size than will permit of its passage through a 1-inch ring.

After ducts are laid, the whole to be encased to a thickness of 3 inches on top and sides in concrete mixed in the same proportion as above.

Filling in.—The excavation must be filled in slowly and well tamped on top and side.

Guard.—The excavation must be at all times safely protected

CIRCULAR No. 2.

OTTAWA, April 19, 1907

Re *Railway Accidents—Injury by Fire.*

DEAR SIR,—In accordance with the direction of the Board, I give you below a copy of the report of Mr. James Ogilvie, Inspector of Railway Equipment and Safety appliances, to the Board, under date of April 15, in connection with recent accidents in Canada where a number of lives were lost through wrecks being set on fire from cooking lamps or stoves in the coaches which were derailed.

Recommendation of inspector of railway equipment and safety appliances:—

1. That, say, within two months from date, all passenger coaches be equipped with two fire extinguishers, each similar to those manufactured by the Stempfel Company, or others of equal efficiency. All such fire extinguishers to be tested and recharged every three months.

2. That an Order be issued to the railway companies prohibiting the use of fires in all passenger coaches, other than fires which it may be necessary to have in the cars for heating purposes, such fires to be lit only in cases of emergency which may occur from breakdown of the motive power or the bursting of any of the small pipe connections between the engine and the cars, or from any other cause which may make the heating apparatus ineffective for a time.

Heaters for the purpose of heating cars with fire to be absolutely fire-proof, so that in case of a derailment or damages from wrecks, it will be almost impossible for such heating arrangement to set fire to the cars.

That all stoves for the use of cooking or heating purposes in colonist cars be forthwith dispensed with. Steam heating arrangements for boiling water for making tea or coffee or for boiling eggs can be provided instead of stoves, with the exception of the cooking ranges in the dining cars, as there is not the same liability from fire in the cooking ranges in dining cars as there is in cooking stoves or ranges in colonist cars, owing to the fact that the dining car is, as a general rule, placed in the part of the trains least exposed to danger.

I would also like to call attention to the fact that I consider the use of gas of any description in passenger coaches for the purpose of lighting such coaches, a menance to the life of the passengers in all cases of derailment or wrecked passenger trains; and I would strongly recommend the lighting of our passenger trains by a combination of electricity and oil lamps, the latter to be used only in cases of serious defects or breakdowns in the electrical appliances. It seems to me that from the vast improvements that have been made in the last year or two in the power of small engines, that baggage cars can readily be fitted with engines and electrical equipment to generate the electricity necessary for lighting of passenger trains while on the road.

I am further directed to ask you that you inform the Board what time could reasonably be allowed for making the changes recommended by the inspector if the same should be adopted by the Board.

Yours truly,

A. D. CARTWRIGHT,

Secretary, B.R.C.

SESSIONAL PAPER No. 20c

CIRCULAR No. 3.

File 4740.

OTTAWA, May 3, 1907

Qualifications of Railway Employees.

DEAR SIR,—I have, by directions of the Board, to inform you that in a report of the Board's inspector of accidents, reference was made to the fact that a recent collision upon a railway was due to the inexperience of a brakeman and to his want of acquaintance with the yards where it occurred.

The Board desires me to ask that you state whether your company has any, and if so what, rules determining the qualifications of employees, and what periods of probation or instruction they are required to undergo before becoming brakemen or being assigned to responsible positions.

Yours truly,

A. D. CARTWRIGHT.

Secretary B.R.C.

CIRCULAR No. 4.

OTTAWA, June 6, 1907

Electric Bells at Highway Crossings.

DEAR SIR,—I am directed by the Board to advise you that it is considering the adoption of a regulation requiring that, when an electric bell at a highway crossing is reported out of order, a watchman shall be placed at the crossing until such time as the bell is put in proper repair and working order.

The Board desires me to ask that you furnish such observations or suggestions with respect to the proposed regulation as you may desire to offer.

Yours truly,

A. D. CARTWRIGHT,

Secretary, B.R.C.

CIRCULAR NO. 5.

OTTAWA, June 11, 1907.

Re Ash Pans, Ash Pits, &c.

DEAR SIR,—I am directed by the Board to advise you that it has under its consideration the adoption of the following regulation regarding locomotive ash pans and ash pits, namely:—

"That all locomotive engines of railway companies subject to the legislative authority of the Parliament of Canada be equipped with either automatic dump-pans or pans that will dump by operation of a lever from the outside or inside of the cab; and that locomotive engines already built and in use on the said railways with shallow fire boxes be equipped with one or the other of the said devices while undergoing general repairs.

"That the said railway companies provide one or two ash pits on divisions from one hundred to one hundred and thirty miles for the purpose of cleaning out the said ash pans."

I am further advised by the Board to quote you below the report of its Inspector of Railway Equipment and Safety Appliances, under date of May 28 last, in connection with this matter:—

"In connection with the meeting of railway employees and railway officials on February 5 last, considerable discussion arose in regard to the hardships imposed upon firemen having to crawl in below the engines and pull the cinders from the ash pans while going over their divisions.

"I notice that some of the parties spoke about a device that was in use on the Michigan Central for this purpose, which has given satisfactory results. I may say that I visited the Michigan Central works at St. Thomas, and made a personal examination of the pans; also had conversations with the Assistant Mechanical Superintendent and Master Mechanic. I found they were still working with a view of making improvements in connection with this device; and I understand they have now succeeded in manufacturing one which they consider is a success; also I understand the employees are very much pleased with it.

"The Grand Trunk are also equipping their large engines with movable slides in the bottom of their ash pans for this purpose.

"I find that quite a number of the roads have made no move in this direction as yet; and I am satisfied that both the enginemen and the firemen have a just cause for complaint in regard to this matter

"I would recommend that all engines which may be ordered by the railway companies in the future be equipped with either automatic dump-pans or ash pans that will dump from the operation of a lever from the outside or inside of the cab; and also that all engines already built with shallow fire boxes be equipped with the same arrangement while undergoing general repairs.

"In addition to the above, I would recommend that railway companies provide one or two deep ash pits on divisions from 100 to 130 miles, for the purpose of cleaning out the ash-pans which have become full of cinders, ice and snow while going over the division. I am satisfied that these ash pits, while not entailing a great expense to the railway companies, will be of a great benefit to the enginemen and firemen and will also affect a saving to the railway companies, as it is a very well known fact that, owing to the hardships which the men have in connection with cleaning ash pans, &c., with the present arrangement, they endeavour to get over their divisions without cleaning out their ash pans, which not only causes serious delays to the trains going over the system for want of steam, but also causes considerable additional expense to the mechanical department, owing to the fact of the large number of grates which are destroyed from the ashpans becoming full of fire besides destroying the ash pans themselves, which under the present arrangement entails a heavy expenditure in connection with the repairs to locomotives."

I am requested by the Board to ask that you offer as early as possible such observations or suggestions in respect thereof as you may desire.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 6.

OTTAWA, June 11, 1907.

Re Steps and Hand-grabs.

DEAR SIR,—I am directed by the Board to inform you that it has under consideration the adoption of the following regulation, with respect to the equipment of tenders of all locomotive engines with steps and hand-grabs at the rear of the side of the tender:—

"That every railway company subject to the legislative authority of the Parliament of Canada shall equip its locomotive engine tenders with steps and hand-grabs at the rear end of the side of the tender; and that shunting locomotive engines, in addition to side steps, be equipped wtih steps and hand-grabs at both the front and rear end of the engine and tender.

"That the locomotive engine tenders and shunting locomotive engines at present in use on the railways of the said railway companies and not equipped as aforesaid, be so equipped within a period of eighteen months from the day of the date of this regulation."

I am further directed to quote you below the report of the Inspector of Railway Equipment, under date of May 25, on the subject, and to ask that you furnish the Board as early as possible with such suggestions or observations respecting the proposed regulation, as you may desire to offer:—

"I note that at the meeting of the railway men on February 5 last, there was considerable discussion in regard to the advisability of equipping the tenders of all engines with steps and hand-grabs at the rear of the side of the tenders.

"I may say that in reading this discussion, I find that some of the parties seem to misunderstand the idea in connection with this matter; and I should judge from the discussion that took place that they were under the impression that the steps were to be put at the back of the tender; but from actual experience with engines equipped with hand-grabs and steps on the side of the tender. I would strongly recommend that all road engines, as well as shunting engines, be thus equipped; and that shunting engines, in addition to side steps, be equipped with steps and hand-grabs at both front and rear end of the engine."

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 7.

OTTAWA, June 11, 1907.

Re Fire-proof Cars.

DEAR SIR,—I am directed by the Board to inform you that it has under consideration the adoption of the following regulation respecting fire-proof cars, namely:—

"That all baggage, mail, and express cars of railway companies subject to the legislative authority of the Parliament of Canada be built entirely of steel and made as nearly fire-proof as possible by lining with asbestos; and that no wood-work be used in the interior finish of such cars.—the whole to be constructed of non-inflammable material and with strong dummy vestibule ends.

"That all passenger cars and locomotive engines used in passenger service be equipped with safety air-locking angle cocks."

I am further directed by the Board to quote you below the report of its Inspector of Railway Equipment, under date of May 25, on the subject referred to herein, and to request that you furnish the Board, as early as possible, with suggestions or observations thereon, as you may desire to offer.

"Owing to the large number of wrecks on express trains of the various railways of the country which we have had during the past four or five years, and in many instances of which there has been loss of life amongst baggage, express, and mail employees, it seems to me that we should endeavour to eliminate this danger as much as possible by improving the condition of the cars to resist the shocks of accidents and fire to a greater extent than they are at the present

time; and in view of the large number of cars which the railways are building and are about to build, I would strongly recommend that all baggage, mail, and express cars be built entirely of steel and be made as nearly fire proof as possible, by lining with asbestos; and that no wood-work be used in the interior finish of such cars,—the whole to be constructed of non-inflammable material and with very strong dummy vestibule ends on each end of the cars."

"Furthermore, owing to the numerous accidents which we have had during the last five or six years, in which engineers claim that they have lost control of the train, due to the fact of the angle cock becoming shut off, either between the tender of the locomotive and the first car, or in some other parts of the train, due to the action of safety chains or other causes, I would recommend that all air-angle cocks on passenger cars be equipped with safety locking handles."

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 8.

OTTAWA, July 5, 1907.

DEAR SIR,—Under the direction of the Board, I give you below copy of a report made by the Board's Inspector of Railway Equipment and Safety Appliances with respect to the handling of baggage by trainmen.

Handling of Baggage by Train Crews.

I desire to draw your attention to the fact that, while travelling to and fro over the various systems of the country, I was struck with the rough and careless manner in which baggage, trunks, &c., are loaded and unloaded on express trains.

Personally, I have seen trunks dropped many a time from the baggage car to the station platform lighting right on the corner of the trunks thus injuring a trunk beyond repair. And I have seen others burst open due to the rough usage they received.

It seems to me that some steps should be taken in regard to this subject and it is a very annoying and serious matter for the travelling public, and adds very materially to the expense to passengers who do much travelling, on account of the fact that the trunks which they have to supply themselves with are quickly destroyed through the rough handling which they receive.

While I know it is of the utmost importance to have as little station delay as possible to important passenger trains, still I feel that the railway companies should provide baggage slides to be used from the baggage car to the platform or to the baggage truck. The use of these slides would not cause more detention to the train than their present method of handling baggage.

Judging by what I have seen while travelling, it gives one the impression that the baggagemen must be in league with the trunk manufacturers, as there is absolutely no care exercised in regard to handling of valuable trunks, &c.

I am also instructed to inform you that the Board proposes to consider the subject of the report in the near future and would be glad to have such suggestions thereon as your company may desire to make.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

SESSIONAL PAPER No. 20c

CIRCULAR No. 9.

July 9, 1907.

Re *Railway Statistics.*

DEAR SIR,—I am directed by the Board to inform you that under the powers conferred by section 375 of the Railway Act, and all other powers possessed by the Board in that behalf, the Board has made an Order requiring the various railway companies subject to the legislative authority of the Parliament of Canada to furnish to the Board on or before the 1st day of October next, a written statement or statements showing the various particulars set out in paragraphs (*a*) to (*l*) in section 375, namely:

(*a*) The assets and liabilities of the company.

(*b*) The amount of its stock issued and outstanding, and the date at which any such stock was so issued.

(*c*) The amount and nature of the consideration received by the company for such issue, and, in case the whole of such consideration was not paid to the company in cash, the nature of the services rendered to or properly received by the company for which any stock was issued.

(*d*) The gross earnings or receipts or expenditure by the company during any periods specified by the Board, and the purposes for which such expenditure was made.

(*e*) The amount and nature of any bonus, gift, or subsidy, received by the company from any source whatsoever, and the source from which, and the time when, and the circumstances under which the same was so received or given.

(*f*) The bonds issued at any time by the company, or what portion of the same are outstanding and what portion, if any, have been redeemed.

(*g*) The amount and nature of the consideration received by the company for the issue of such bonds.

(*h*) The character and extent of any liabilities outstanding chargeable upon the property or undertaking of the company, or any part thereof, and the consideration received by the company for any such liabilities and the circumstances under which the same were created.

(*i*) The cost of construction of the company's railway or of any part thereof.

(*j*) The amount and nature of the consideration paid or given by the company for any property required by it.

(*k*) The particulars of any lease, contract or arrangement entered in between the company and any other company or person; and,

(*l*) Generally, the extent, nature, value and particulars of the property, earnings and business of the company.

And further, to furnish to the Board the following details and particulars, namely:—

MILEAGE UNDER OPERATION.

(*a*) Length of main line, naming termini.
(*b*) Total length of branch lines.
(*c*) Total mileage.

TRAFFIC.

(*a*) Passenger:—
(1) Paying passengers carried.
(2) " " carried one mile.
(3) " " carried one mile per mile of road.
(4) Average journey per passenger.
(5) Revenue from passenger tickets.
(6) " " excess baggage.
(7) " " baggage storage.

(8) Revenue from mails.
(9) " " express.
(10) " " milk traffic.
(11) Total as above.
(12) Average amount received from each paying passenger.
(13) " " " per passenger per mile.
(14) " number of passengers per train mile.
(15) " " " car mile.
(16) Revenue from passengers per passenger car mile.
(17) Total passenger train earnings (all sources) per train mile.
(18) Total passenger train earnings (all sources) per mile of road.
(19) Proportion of returned tickets to ordinary one way tickets.

(*b*) Freight:—
(1) Number of tons revenue freight carried.
(2) Number revenue tons carried one mile.
(3) " " " carried one mile per mile of road.
(4) Average distance haul of one ton.
(5) Revenue from freight haulage.
(6) " " switching-balance.
(7) " " elevation.
(8) " " car service (demurrage).
(9) " " warehouse storage.
(10) " " vessels under section 7, Railway Act.
(11) " " other items.
(12) Total as above.
(13) Average amount received per ton of revenue freight.
(14) Average receipts per revenue ton per mile.
(15) Average number of tons revenue freight per train mile.
(16) " " " per loaded car mile.
(17) Freight train earnings per loaded car mile.
(18) " " " train mile.
(19) " " " mile of road.

(*c*) Total traffic:—
(1) Gross earnings from operation.
(2) " " " per mile of road.
(3) " " " per train mile.
(4) Gross operating expenses.
(5) " " " per mile of road.
(6) " " " per train mile.
(7) Income from operation.
(8) " " " per mile of road.

TRAIN MILEAGE.

(*a*) Mileage of revenue passenger trains.
(*b*) " " mixed trains.
(*c*) " " freight trains.
(*d*) " non-revenue trains.

Yours truly,

A. D. CARTWRIGHT,
Secretary B.R.C.

SESSIONAL PAPER No. 20c

SUPPLEMENT No. 1 TO CIRCULAR No. 9.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, October 28, 1907.

Railway Statistics.

DEAR SIR,—Referring to circular No. 9 of July 9 last, asking for certain statistics, I am directed by the Board to call your attention to the fact that you have failed to comply with the request contained in this circular, and to state that the Board will be satisfied with returns in the form of the annual returns lately prescribed for the Department of Railways and Canals.

I am also directed to point out that the returns for which the Board has asked are only for the year ending June 30, 1907, and to say that the question of requiring annual returns to the Board will further be considered, as the Board does not desire to put railway companies to undue trouble or expense.

I am further instructed to inquire whether your company would have any serious objection in making in duplicate the returns asked for by the Department and furnishing one copy to the Board annually. Would you let me hear from you at as early a date as possible.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

SUPPLEMENT No. 2 TO CIRCULAR No. 9.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, October 28, 1907.

Railway Statistics.

DEAR SIR,—Referring to circular No. 9 issued by the Board on July 9, last, with respect to certain railway statistics for the year ending June 30, 1907, I am directed to inform you that the question of furnishing annual reports to the Board is receiving consideration, and as the Board does not desire to put railway companies to undue trouble and expense, I am instructed to ask whether your company would have any serious objection to making in duplicate the returns asked for by the Department of Railways and Canals, and furnishing one copy to the Board annually.

Would you please let me hear from you at as early date as possible.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 10.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, July 11, 1907.

Re Express Traffic.

DEAR SIR,—Under section 352 of the Railway Act, the Board of Railway Commissioners is empowered to prescribe what is carriage or transportation of goods by express, within the meaning of the Railway Act.

I am directed to state that the Board thinks it would be advisable that "Express Traffic" should be defined before the express companies' tariffs are approved by the Board, and that the Board desires to receive the views of the various companies interested as to the division which should be made between express traffic and ordinary railway traffic, and between the kinds of traffic to which express tariffs are to apply and those to which railway tariffs are to apply.

The Board desires that the companies give the Board the benefit of their views upon these matters on or before the first of September next, and suggests that, for the purpose, a conference might be had between the various interests and some attempt made to arrive at a harmonious settlement of these questions for submission to the Board.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

SUPPLEMENT No. 1 TO CIRCULAR No. 10.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, August 23, 1907.

Re Express Traffic.

DEAR SIR,—I am directed by the Board to call your attention to circular No. 10 of July 11 last, with respect to definition of "express traffic," and to state that the time within which express companies and railway companies were requested to submit their views as to what constitutes carriage or transportation of goods by express has been extended until the first of October next.

Yours truly,

A. G. BLAIR,
Acting Secretary.

CIRCULAR No. 11.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, July 24, 1907.

Re File 4135, *Operating Rules.*

DEAR SIR:—Under direction of the Board, I beg to enclose you herewith copy of the proposed Uniform Code of Operating Rules for Canadian Railways, which has been submitted to the Board by the Special Committee authorized to draft the same at the sittings of the Board held at Ottawa on the 5th February last.

I am also requested to ask that you file with the Secretary of the Board, on or before the 1st September next, any objections or suggestions that you may have to offer with regard to the proposed rules.

Yours truly,

A. D. CARTWRIGHT,
Secy. B.R.C.

CIRCULAR No. 12.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, October 8, 1907.

Defective Railway Equipment and Appliances.

DEAR SIR:—I have by direction to call your attention to the fact that the Board's Inspector reports numerous defects in the equipment and safety appliances used on the trains of the railway companies subject to the jurisdiction of the Board, and the failure on their part to comply with the provisions of the Railway Act in this regard.

These reports show that over thirty per cent of the very large number of cars and engines—numbering well into the thousands which have recently been inpsected, are being operated with defective safety appliances. Particular mention may be made in this connection of the large number of cars that are operated daily with defective air brakes.

The Board trusts that it may be necessary only to bring this condition of affairs to the notice of the railway companies to ensure within a reasonable time the necessary improvement being made in these respects, and that the Board will be relieved from taking definite action in the matter.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 13.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, ONT. March 27, 1907.

DEAR SIR,—I am instructed by the Board, in connection with the appointment of Mr. James Ogilvie as Inspector of Railway Equipment and Safety Appliances, to request that the following information be supplied to the Board's Inspector, namely:—

1. Statements showing total amount of your company's equipment classified as follows:—

(*a*) Switching engines;

(*b*) Freight engines of all descriptions;

(*c*) Passenger engines;

such statement to include all particulars in connection with safety appliances, such as automatic couplers, driving brakes, air brakes, &c.

2. Statement from the head of your company's car department showing the number of cars in his charge including the following particulars:—

(*a*) Number of Box-cars, length, height, capacity, &c.

(*b*) Number of Flat cars;

(*c*) Number of Cattle cars;

(*d*) Number of Baggage cars;

(*e*) Number of Passenger cars;

the information furnished to include all particulars in connection with safety appliances.

3. A statement by telegram (twice a week)—Tuesday and Friday—to be sent to the Board's Inspector giving the number of cars held for repairs at different points on the company's line.

4. A statement to be furnished from time to time showing what additional equipment has been ordered by your company and what new equipment has been added; also a statement on the first of each month showing the number of cars destroyed in wrecks and the number of cars permanently taken out of service; also furnish a statement showing the number of cars equipped with ladders and other safety appliances, per month.

Yours truly,

A. D. CARTWRIGHT,

Secretary.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, October 21, 1907.

DEAR SIR:—Referring to my circular of March 27 last relative to telegraphing the Board's Inspector twice a week the number of cars held for repairs at different points on your line:

I am now directed by the Board to advise you that, in future, it will not be necessary to send these reports by telegram and that it will answer the purpose if you will see that they are forwarded by mail to Mr. James Ogilvie, the Board's Inspector of Railway Equipment and Safety Appliances on Tuesday and Friday of each week.

Yours truly,

A. D. CARTWRIGHT,

Secretary, B.R.C.

CIRCULAR No. 13A.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, December 20, 1907.

Re Equipment Returns.

DEAR SIR:—By direction of the Board I send you herewith one dozen blank forms of monthly statement to be filled out and sent at the close of each month to Mr. James Ogilvie, Inspector of Railway Equipment and Safety Appliances, Board of Railway Commissioners for Canada, Ottawa, Ontario, the first statement to be for the month of January, 1908. Will you please give instructions accordingly.

This does not dispense with the bi-weekly report sent on Tuesday and Friday of each week to Mr. Ogilvie by letter showing the number of cars held for repairs at different points on your line.

Yours truly,

A. D. CARTWRIGHT,

Secretary.

Suppliment No. 1 to Circular No. 13 A.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, July 21, 1908.

Equipment Returns.

It has been decided by the Board to modify its circular of December 20, 1907, and to require from the railway companies subject to its jurisdiction a quarterly statment of locomotive and car equipment in lieu of the monthly statement called for in

Circular No. 13 A, such statement to be sent at the close of each quarter to Mr. James Ogilvie, Inspector of Railway Equipment and Safety Appliances, Ottawa, Ont.

The Board reserves the right to at any time call for a special equipment report.

In future the bi-weekly reports called for in my circular of March 27, 1907, giving the number of cars held for repairs on the companies' lines, are to be sent to Mr. Ogilvie monthly.

A. D. CARTWRIGHT,
Secretary, B.R.C.

Suppliment No. 2 to Circular No. 13A.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, September 16, 1908.

Equipment Returns.

The Board has decided to only require from the railway companies subject to its jurisdiction a half yearly statement of locomotives and car equipment, such statement to be sent on June 30 and December 31 of each year to Mr. James Ogilvie, Inspector of Railway Equipment and Safety Appliances, Ottawa, Ontario.

This will not interfere with the monthly report giving the number of cars held for repairs on each company's lines.

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 14.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA,

OTTAWA, Jan. 13, 1908.

Accidents to Railway Employees.

In considering the numerous reports of investigations of accidents, the Board has been impressed with the fact that a large number of railway men employed on wrecking crews are either injured or lose their lives in the clearing of wrecks and the handling of wrecked and disabled engines.

The Board would, therefore, urge upon the railway companies the advisability of issuing a circular to their employees warning them that more care should be exercised in the clearing of wrecks, and when coupling or uncoupling of engines which have been injured in wrecks is required to be performed that the employees engaged in such work be placed under the charge of a responsible foreman, who will direct their movements and see that their lives ar not needlessly jeopardized.

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 15.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, October 12, 1907.

Lighting of Railway Cars.

DEAR SIR,—

By direction, I enclose draft of an Order which the Board has under consideration, in relation to the lighting of railway cars on trains.

The Board would be pleased to receive at an early date an expression of the opinion of your company upon the regulations contained in the proposed Order.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Meeting at Ottawa, Tuesday, the 8th day of October, A.D. 1907.

Present:

A. G. KILLAM, *Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN PURSUANCE OF the powers conferred upon it by sections 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf :

THE BOARD DOTH ORDER AND DIRECT AS FOLLOWS :

1. That every railway company subject to the legislative authority of the Parliament of Canada operating a railway by steam power shall cause every car requiring lighting used on the railway, or portion of railway operated by it, to be installed and equipped for lighting purposes with the following systems, namely :

(*a*) The Pintsch Compressed Oil Gas System;

(*b*) Acetylene Gas, under what is known as the 'Absorbent or Commercial Acetylene System.'

2. That the Pintsch Compressed Oil Gas System may be used subject to and upon the terms and conditions following :

(*a*) That the tanks be tested and tight at three hundred (300) pounds pressure to the square inch, and that they stand such tests without distortion.

(*b*) That the maximum of working pressure be one hundred and fifty (150) pounds to the square inch ;

(*c*) That every gas tank attached to a railway car be equipped with an extra heavy stud valve securely fastened to every such tank;

(*d*) That the equipment necessary for the installation of the said system be provided with—

(*d*1) A pressure gauge with a dial reading from one pound to three hundred pounds to the square inch to show the exact pressure of gas carried ;

(*d*2) A recharging valve to attach to the charging station hose ;

(*d*3) A regulating valve to reduce the pressure of gas contained in the tank before it enters the main line piping and lamps in the cars ;

(*e*) That all piping between the regulating valves and stud valves be of extra heavy seamless steel or iron tubing, and that all elbows or tees be of extra heavy steel fitting ;

(*f*) That the high pressure piping and fittings be carefully threaded before being screwed together,—the pipe thread to be carefully tinned after being screwed up, and the piping to be sweated to the fittings ;

(*g*) That standard tubing be used to connect the low pressure side of the regulating valve with the lamps of the cars, and that a main line cock to turn on and off the gas be placed on the inside of each car in a convenient and conspicuous location ;

(*h*) That, in order to locate leakages, soap suds be used ; and that lighted matches or torches be not used for this purpose.

(*i*) That printed regulations defining and explaining the use of the system be posted inside of each car in close proximity to the main line cock, and that, alongside of such regulations there be placed and kept available in each car a tank stud valve key, a main line cock key, and such other keys as may be necessary for the use and operation of this equipment;

(*j*) That every car lighted by this system be placed under the charge of a competent and reliable employee of the railway company using such system,—every such employee to be specially instructed in regard to the proper working and operation of the same ;

3. That the acetylene, or what is known as the 'Absorbent or Commercial Acetylene Storage Systems,' may be used subject to and upon the conditions following, namely :

(*a*) That the tanks used in connection with the said system be properly safeguarded against the possibility of explosion and be tested and tight at eight times the maximum working pressure, and be able to stand such test without distortion. That the said tanks be protected by an effective and durable preventive of rust ;

(*b*) That the service tank pressure shall not exceed one hundred and fifty (150) pounds to the square inch ;

(*c*) That the acetylene gas be compressed and tanks charged only at the generating station,—the gas to be thoroughly dried and purified ;

(*d*) That the system of service tank charging by pipe lines in railway yards or terminals, or from portable tanks, be prohibited ;

(*e*) That car equipment be inspected and tested at least once in every six months ;

(*f*) That generators, charging apparatus, and other details be under expert supervision at all times ;

(*g*) That acetylene gas generators shall not be installed in or upon cars or other railway rolling stock except by leave of the Board ;

(*h*) That every gas tank attached to a railway car be equipped with an extra heavy stud valve securely fastened to every such tank;

(*i*) That the equippment necessary for the installation of the said system be provided with—

(i^1) A pressure gauge with a dial reading from one pound to three hundred pounds to the square inch, to show the exact pressure of gas carried;

(i^2) A recharging valve, to attach to the charging station hose;

(i^3) A regulation valve, to reduce the pressure of gas contained in the tank before it enters the main line piping and lamps on the cars.

THE BOARD DOTH FURTHER ORDER AND DIRECT :

That every such railway company may use free acetylene as a lighting medium, providing the same is not used under a pressure greater than ten pounds to the square inch. Every such equipment to be submitted for and subject to the approval of the Board.

That these regulations do not affect or prevent the lighting of cars by what is known as 'mineral seal lamp oil,' on cars and railways where the same is now used, or the lighting of cars by electricity.

That every railway company committing any breach of or failing to comply with any of the foregoing provisions be, for each such offence, liable to a penalty of one hundred dollars.

That every railway official or employee charged with any duty in respect of any of any of the foregoing provisions be, for each such offence, liable to a penalty of one hundred dollars.

These regulations take effect on and after the first day of January, 1908.

(Sgd). A. C. KILLAM.
Chief Commissioner,
Board of Railway Commissioners for Canada.

CIRCULAR No. 16.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, February 25th, 1908.

Electric Headlights on Locomotive Engines.

Owing to the numerous reports the Board has received from its inspectors relating to the poor condition of the headlights on a large number of locomotive engines in use on the different railway systems in Canada, the Board has had under consideration the advisability of requiring the railway companies subject to its jurisdiction to use an electric system of headlights, or some other good system that will give satisfactory light for the protection of life and property.

The Board directs me to say that it will be glad to have you file with it, in writing, at as early a date as possible, such observations as you may wish to make regarding the proposal of the Board to issue an Order, as suggested herein.

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 17.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, April 24, 1908.

Protection of Wooden Trestles or Bridges from Fire.

Since the Issuance by the Board of its Order No. 3239, July 3, 1907, and supplementary Order No. 3464, August 13, 1907, the Board has further considered the question of protection of wooden trestles or bridges from fire, and its Chief Engineer has examined two new methods of such protection, one known as the Montauk Fire Detecting Wire, in the form of Thermostat, and the other method known as the Clapp Fire Resisting Paint, both of which have received successful tests and would dispense with the employment of watchmen.

The Chief Engineer of the Board expresses the opinion that in thickly settled districts where these trestles are in open country with no underbrush to catch fire, that the ordinary section gangs would be able to watch all the trestles in country of this character and that, therefore, the Order should deal more particularly with sections distant from any settlements, or with timbered sections. He is also of the opinion that the Order, as regards protection of trestles should be operative during the months of May to October, both inclusive.

The Board asks your company to give this matter its careful consideration, and to submit to the Board, at as early a date as possible, any expression of opinion or suggestions which it may desire to offer.

A. D. CARTWRIGHT,
Secretary, B.R.C.

SESSIONAL PAPER No. 20c

CIRCULAR No. 18.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, May 7, 1908.

Inspection of Tires on Locomotive Engines.

In view of the very frequent breakage of rails on the various railway systems operating in Canada, and the numerous accidents resulting therefrom, the Board's inspectors have made a careful examination of the driving tires of the locomotive engines used on different railways; and they report that, on the tires of quite a large number of the engines there are skids, or flat spots, three to four inches in length and in some cases even longer.

It has not been represented to the Board that these flat spots on the tires have been responsible for the rail breakage referred to; but instances are known where engines with 'skidded' tires have left broken rails behind them, and the Board therefore recommends that railway companies, subject to its jurisdiction, adopt some system for a more careful and rigid inspection of tires on locomotive engines, especially during the winter months, in order to prevent, as far as possible, the running of engines with defects of the kind mentioned.

The Board desires your company to give this matter its careful consideration, and to receive such comment as it desires to make in connection therewith.

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 19.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, May 9, 1908.

Fusible Plugs for Prevention of Boiler Explosions.

DEAR SIR,—The Board has under consideration the issuance of a regulation requiring railways subject to its jurisdiction to fit all locomotive engines with fusible plugs.

I attach a copy of the proposed regulation and am directed to ask that your company file with the Board as early as possible an expression of its views in connection therewith.

Every railway company subject to the legislative authority of the parliament of Canada operating any railway by steampower shall cause every locomotive engine used on the railway, or portion of the railway operated by it, to be fitted and kept fitted with fusible plugs in the crown sheet of the fire boxes as follows, namely:—

(*a*) All engines with fire boxes X to be fitted with two fusible plugs in the crown sheet.

(*b*) All engines with fire boxes X to be fitted with two fusible plugs in the crown sheet.

(*c*) Said fusible plugs to be located in crown sheet as the railway officials in charge of the motor power may think best for the protecting of the crown sheet.

(*d*) Plugs to be removed from the crown sheet every fourteen days, for the purpose of inspection and cleaning.

(*e*) The inspection of these plugs must be done by capable and responsible employees who shall be assigned to this work and whose duty it shall be to report to the locomotive foreman, on a printed form provided for the purpose, the date of the inspection, the numebr of the engine, and the conditions of the plugs.

(*f*) These reports to be forwarded by the locomotive foreman to the master mechanic, who shall keep a record of the inspections in a book provided for the purpose, said book to be open to inspection at any time when called upon by inspectors or those interested.

Yours truly,

A. D. CARTWRIGHT.
Secretary B.R.C.

CIRCULAR No. 20.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, June 5, 1908.

Re Accident Investigations.

In regard to the payment of witnesses required to attend before the Board's inspectors, the Board has ruled that all such witnesses must be paid witness fees upon the scale provided by the Exchequer Court (*See* Section 65 of the Railway Act), that each inspector must report to the Board with his report of the investigation, the names, residences, miles travelled to the investigation, time lost in travelling to, remaining at and returning from the place of investigation and amount of fees each witness is entitled to. The Board is of the opinion that it is unreasonable to ask railway employees to attend upon investigations at their own expense or that the railways should bear the loss of the men's time while absent from their duty.

By Order of the Board.

A. D. CARTWRIGHT,
Secretay,

CIRCULAR No. 21.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA

OTTAWA, July 21, 1908.

Mail Cranes.

By direction of the Board I send you herewith draft copy of an Order which it is proposed to issue in connection with mail cranes, and am instructed to ask that you forward within ten days of the receipt of this Circular any objections you may have to the issuance and enforcement of this Order.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

General Order No.....

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

TUESDAY, the 7th day of June, A.D. 1908.

Hon. J. P. MABEE, *Chief Commissioner.*
Hon. M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*

IN PURSUANCE of the powers conferred upon it by sections 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf:

THE BOARD DOTH ORDER AND DIRECT that every railway company, subject to the legislative authority of the Parliament of Canada, operating a railway by steam power, using mail cranes along their respective lines of railway, erect, place, and maintain the same a distance of not less than 7 feet 7 inches from the centre of the track, to provide for a clearance of at least 2 feet 6 inches from the extreme point of the projecting arm of the mail crane to the side of the widest engine-cab and of the ordinary coach, and at a height of 10 feet 10 inches from the top of the rail to the top of the highest arm.

AND THE BOARD DOTH FURTHER ORDER AND DIRECT that every such railway Company failing or neglecting to comply with the foregoing regulation be subject to a penality of $.

. . . . . .

Chief Commissioner,
Board of Railway Commissioners for Canada.

CIRCULAR No. 22.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, August 5, 1908.

Transportation for Members of Board's Staff.

DEAR SIR,—I am directed by the Board to inform you of the following regulation passed by it, viz:—

"No passes are to be issued to any member of the Board's staff by any railway company subject to the Board's jurisdiction unless applied for by the Secretary of Board under the Board's authority.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 23.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA,

OTTAWA, September 16, 1908.

Regulations re Trainmen.

DEAG SIR,—By direction of the Board I enclose herewith a copy of the regulations which it is proposed to issue, and am also directed to say that the matter will be discussed at the sittings of the Board in Ottawa, October 6, 1908.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

Proposed Regulations.

(*a*) Every freight car of railway companies operating a railway by steam power, built after the 1st of December, 1908, shall be equipped with operating levers on both sides of the ends of every such car, and every such car shall be equipped with air brakes.

(*b*) No freight trains shall be made up or allowed to proceed upon its journey unless at least three-quarters of the cars composing such train have air brakes in good working order.

(*c*) The number of cars to be drawn in freight trains shall be left entirely to the judgment of the operating officials of such railway companies; in all cases however, in which it may be found necessary to double-head, the leading engine shall control the train.

(*d*) Every road locomotive engine of such railway companies shall be equipped with steps and hand-holds on both sides of and at the rear ends of tenders, such steps to conform to the same distance from the top of the rail as those on the front end of the tender; foot-rests shall be provided on the pilots of every such road locomotive engine sufficiently wide for a man to stand on ; every switching or yard engine shall be equipped with foot-boards and headlights on the front and rear ends of the engine and tender, such foot-boards to be not less than ten inches wide ; where such foot-boards are cut in the centre, the space so cut off shall be covered with an arched iron belt ; and foot-boards and headlights shall be placed on the rear end of the tender of every road locomotive engine used for switching services temporarily or otherwise.

(*e*) The number that shall comprise the switching engine crews of such railway companies shall be left entirely to the judgment of the operating officials of such companies ; on the main lines of such companies light engines shall not be run a distance greater than twenty-five miles in any one direction without a conductor, in addition to the engineer and the fireman, and on the branch lines, the operating officials of such companies shall determine the necessity of requiring conductors on the light engines.

(*f*) The passenger trains of such compaines shall carry at least one brakeman of not less than one year's experience as a brakeman, and shall also carry a baggageman; Provided that passenger trains consisting of eight or more cars be supplied with at least one additional brakeman.

(*g*) Every locomotive engineer of such companies must have at least one year's continuous experience as a fireman, pass a satisfactory examination in regard to the proper care of locomotive engines, the handling of air-brakes, and train rules and regulations, be at least twenty-one years of age and undergo an eye and ear test before a competent operating railway official before being eligible for appointment as such engineer.

(*h*) Every conductor of such companies must have at least one year's experience as brakeman, and be at least twenty-one years of age before being eligible for appointment as such

(*i*) The telegraph operators of such companies shall be at least eighteen years of age, able to write a legible hand, and to send and receive messages at the rate of not less than twenty words a minute, and also be thoroughly familiar with and required to pass an examination upon train rules and the practical working of telegraph offices, before a competent operating railway official, before being put in charge of telegraph offices.

(*j*) Every employee of such railway companies engaged in operating trains shall be required to undergo a colour test before a competent operating railway official, before being employed by the company for such purpose.

(*k*) Such railway companies shall strictly conform to the rules and regulations approved by the Master Car Builders' Assocation, govering the loading of lumber, logs and stone on open cars, and the loading and carrying of structural material, plates, rails and girders. No material of any kind shall be carried upon the tops of cars.

(*l*) All open drains crossing the yards of such companies shall be covered; semaphore and signal wires shall be carried above the ground in pipes; semaphores and switches, except switch stands, and any new buildings erected, shall be placed six feet from the rail; and water stand supply pipes shall be fastened parallel with the main line, and engiuemen required to see that this is done when through using such pipes.

(*m*) Crippled cars shall not be allowed behind the van in freight trains; cars, containing perishable freight or livestock, crippled in minor respects, as for example, by a broken coupler, coupler pulled out entirely or pulled out so as to destroy its usefulness to draw cars, draft timbers which allow the coupler to fall below the standard position, making it impracticable to couple with the freight cars without chaining, shall be chained up ahead of the car and taken to the first termial for repairs when, in the opinion it is safe to haul such cars on chains. In no case are more than two such cars to be handled in any one train, except where more of such disabled cars have been damaged through wrecks or such causes, a special pick-up train is sent out to bring them in, crippled cars to be cleared from the main line at the earliest possible moment.

(*n*) A crippled car shall include one with any of the following defects, namely:

1. A broken coupler.
2. A coupler pulled out entirely, or so pulled out as to destroy its usefulness in drawing a car.
3. Draft timbers, that is, where the draft timbers have so spread or fallen down as to permit the coupler to fall below the standard position, rendering it impracticable to be coupled with other cars unless chained, besides making it unsafe to handle.
4. A cracked wheel.
5. A chipped flange over 2½ inches.
6. A broken wheel flange.
7. A bent axle or journal.
8. A broken arch bar or truck straps.

Such railway companies or their officers, agents, or employees, or any of them, disobeying or failing to comply with the provisions of these regulations, shall be liable to apenalty of $50 for every such disobedience or failure or breach.

CIRCULAR No. 24.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, October 12, 1908.

DEAR SIR,—The attention of your compnay is called to paragraph 10, of chapter 62, entitled 'An Act to amend the Railway Act as respects the constitution of the Board of Railway Commissioners', amending the said Act by inserting the following section immediately after section 41, viz.:—

"41a. There shall be kept in the office of the Secretary of the Board a book, to be called the Agents' book, in which every railway company to which this Act in whole or in part applies shall enter its name and the place of its head Office and the name of an agent at Ottawa and his place of business or some other proper place within Ottawa where he may be served for the company with any notice, summons, regulations, order, direction, decision, reports or other document."

An Agents' Book has been provided and the Board requests that your company comply as speedily as possible with the requirements of the above section.

Yours truly,

A. D. CARTWRIGHT,

Secretary B.R.C.

AMENDMENT No. 1 TO CIRCULAR No. 24.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, June, 28, 1911.

Agents' Book.

The attention of your company is called to the requirements of the Act to amend the Railway Act passed at the present session of Parliament and assented to on

May 19, 1911, amending sub-section 1 of section 41a of the principal Act as enacted by section 10 of Chapter 62 of the Statutes of 1908, by inserting immediately after the word "Railway" in the third line of the said sub-section the words "Telegraph, Telephone, or Express'.

Sub-section 1 of section 41A reads as follows:

'41A. There shall be kept in the office of the Secretary of the Board a book, to be called the Agents' Book, in which every railway company to which this Act in whole or in part applies shall enter its name and the place of its head office and the name of an agent at Ottawa and his place of business or some other proper place within Ottawa where he may be served for the company with any notice summons, regulation, order, direction, report or other document.'

An Agents' Book has been provided and the Board requests that your Company comply as speedly as possible with the requirements of the Act, and have the necessary entry made at this office.

By order of the Board,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 25.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, October 20th, 1908.

DEAR SIR,—Referring to Order of the Board No. 3238, dated July 30, 1907, and No. 4685, dated May 5, 1908, I am directed by the Board to ask that you report at once the number of cars equipped with fire extingunishers and the kind or kinds of extinguisher used by your company.

Yours truly,

A. D. CARTWRIGHT,
Secretary B.R.C.

CIRCULAR No. 26.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA,

OTTAWA, October 31, 1908.

The Board is constantly confronted with perplexing situations arising from railway companies proceeding with works of various kinds without first complying with the provisions of the Railway Act, and then asking for confirmation of what has been done, always alleging, among other things, that large sums of money have been expended and that withholding confirmation would impose great hardship.

The Board feels that it must lay down the rule in all cases the clauses of the Railway Act must be complied with, and that hereafter ratification need not be expected if railway companies fail to observe the preliminaries that the law requires of them.

By order of the Board,

A. D. CARTWRIGHT,
Secretary, B.R.C.

SESSIONAL PAPER No. 20c

CIRCULAR No. 27.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, October 31, 1908.

Opening of Railway Lines for Traffic.

DEAR SIR,—I am directed by the Board to state that hereafter it will not make any orders authorizing the opening for traffic of any line or lines of railway unless the highway crossings and the fencing have received the approval of the Engineer of the Board.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 28.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, November 13, 1908.

Re Equipment and Accident Inspection.

DEAR SIR,—I am directed to request that your company furnish the Board with particulars as to all Divisional Districts of your railway, giving the name of the divisional point and the name of the Divisonal Superintendent. The Board would like to have this information at as early a date as your compnay can find it convenient to forward it.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 29.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, December 16, 1908.

Re Rules and Regulations of the Board.

It has been brought to the attention of the Board that the Railway Companies subject to its jurisdiction have, in many instances, when filing applications with the Board, neglected or omitted to comply with the rules of procedure of the Board in many respects, the most flagrant of which omissions have been in their neglect to complete their applications by filing the proper plans, proofs of service, consents of municipalities, and the like.

I am, therefore, directed to inform your company that, after the receipt of this notice, no application will be received by the Secretary of the Board unless proof of service on all interested parties so entitled to notice, consents, where the application is so based, and all necessary plans are furnished with such application. In the past, the work has been enormously increased by applicants neglecting these details.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 30.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, December 22, 1908.

Re Rules and Regulations of the Board.

It has been brought to the attention of the Board that applicants have, in many instances, when filing applications with the Board, neglected or omitted to comply with the rules of procedure of the Board in many respects, most prominent of which omissions have been in their neglect to complete their applications by filing the proper proof of service and plans.

I am, therefore, directed to inform you that, after the receipt of this notice, no application will be received by the Secretary of the Board unless proof of service on all interested parties so entitled to notice, or contents, where the application is so based, and all necessary plans are furnished with such application. In the past, the work has been enormously increased by applicants neglecting these details.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 31.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, February 22, 1909.

Cost of Accidents.

I am directed by the Board to request you to be so good as to furnish, for the use of the Commission, statements, under separate heads, all losses, direct and indirect, sustained by your company in Canada and charged or chargeable to the company during the company's last five financial years—including the cost of all repairs and renewals, damages for injuries to persons, payments in settlement of possible claims, and all other expenses—caused by and due to the following:—

(1) Head-on and rear-end collisions.
(2) Side pitch-ins.
(3) Open switches.
(4) Broken rails.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 32.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, March 8, 1909.

DEAR SIR,—For some time past, the destruction of life and property resulting from accidents caused by main line switches being left open, has been so great that the Board is of the opinion that some action must be taken to secure better protection of trains against danger from this cause.

The Board has been informed that it is possible to install, at moderate cost, an electro-mechanical device which would indicate by a signal, suitable for both day and night use, that a main line switch was open; the said device to be connected with the switch-lever and act so that the opening of the switch would automatically give the danger signal.

Such a device being installed, a rule could be issued prohibiting engineers from passing such a signal at danger, and requiring them to call for the closing of the switch before proceeding further towards the yard or siding.

The Board will be pleased to have from your company, as soon as possible, an expression of opinion as to what it regards as proper and practicable in the premises.

Yours truly,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 33.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

March 20, 1909.

ORDER OF THE BOARD No. 6190.

Lighting of Railway Cars.

January 25, 1909.

DEAR SIR,—I am directed by the Board to inform you that Clause "E" of Paragraph 2 of Order of the Board No. 6190, is intended to cover the use of brass piping or tubing, as well as brass fittings. The Board has had this matter under consideration, but does not deem it necessary to issue an amending Order.

Yours truly,

A. D. CARTWRIGHT,
Secy. B.R.C.

CIRCULAR No. 34.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

March 25, 1909.

Cattle Guards, Highway Crossings, and Fencing of Rights of Way.

DEAR SIR,—I am directed by the Board to enclose you a memo. and draft Order prepared by the Chief Commissioner upon the question of fencing the rights of way of railway companies, cattle guards, and highway crossings. The final settlement of the terms of the Order will be spoken to at a meeting of the Board to be held in Ottawa on May 4, next. Any suggestions you may see fit to make either by letter, or in person at this meeting, will receive consideration.

Yours truly,

A. D. CARTWRIGHT,
Secy. B.R.C.

Re Railway Fencing and Cattle Guards.

The Chief Commissioner:

At every sitting of the Board from Winnipeg to Victoria complaints were made against the railway companies in connection with the fencing, or rather the defective and non-fencing of their rights of way, and that the law regarding cattle guards was not complied with. Claims innumerable for stock killed and refusal to make compensation were disclosed. Many cases appeared where stock had been killed upon the track and farmers were afraid to ask for compensation for fear of being involved in endless litigation.

It would seem, perhaps, that uopn the whole the absence of fences along the right of way is a more fruitful source of loss to the rancher and farmer than defective cattle guards, or of their absence.

Cases were given where those in charge of the construction of railways entered upon improved and enclosed land, threw down the fences, made no attempt to enclose the right of way, allowing stock to be out upon the highways thus injuring crops, and in some instances these cattle were killed upon distant railway tracks. Whether these wrong-doers were independent contractors, or servants or officers of the railways under construction did not appear, but so far as this Board has power, it is determined that such highhanded and unreasoanble conduct shall cease.

The Railway Act is clear upon the questions of fencing and cattle guards, and the time has arrived when something must be done to compel the observance of its provisions.

Section 254 provides as follows:—

1. 'The Company shall erect and maintain upon the railway;

(*a*) Fences of a minimum height of four feet six inches on each side of the railway.

(*b*) Swing gates in such fences at farm crossings of the minimum height aforesaid, with proper hinges and fastenings, provided that sliding or hurdle gates constructed before February 1, 1904, may be maintained, and

(*c*) Cattle guards on each side of the highway at every highway crossing at rail level with the highway.

2. The railway fences at every such highway crossing shall be turned into the respective cattle guards on each side of the highway.

3. Such fences, gates, and cattle guards shall be suitable and sufficient to prevent cattle and other animals from getting on the railway.

4. Wherever the railway passes through any locality in which the lands on either side of the railway are not enclosed and either settled or improved, the company shall not be required to erect and manitain such fences, gates and cattle guards, unless the Board otherwise orders or directs.

There has been no order of the Board respecting fencing through unenclosed or unimproved lands, and the practice of the companies, so far as I can learn, has been to leave their rights of way entirely unfenced, until the adjacent owner or owners had erected side fences, when such owner or owners would be expected to call upon the company to erect its fences. Cases, however, were presented where the side fences had been long since erected, but yet the railway fences had not been erected.

We have been furnished with no information by the railway companies of the amounts paid by them for cattle killed upon their lines, or of the number of claims they have disputed, but from the large number of cases that were brought to the attention of the Board where compensation has not been made, the better opinion perhaps is that the disputed claims vastly exceed those in which settlements have been made, if not, the companies have been paying out very large sums that would have been much better spent in protecting their rights of way.

Now the statute defines clearly the kind of fence and cattle guard that must be provided; the fence must be at least four feet 6 inches high, and it and the cattle guards must be 'suitable and sufficient to prevent *cattle and other animals* from getting on the railway.'

It is just as incumbent upon the companies to fence against hogs as it is against horses, yet it is not pretended that any attempt has been made to do so, and instances were given where farmers had so many hogs killed that they were compelled to abandon any attempt to raise them.

It seems to be the practice in Manitoba, Saskatchewan, some parts of Alberta, and British Columbia to remove the cattle-guards entirely in the winter time. This is done, it was said, to facilitate the operation of the snow ploughs. It was not shown by any railway expert that this practise is necessary, but it was shown by many Saskatchewan farmers that it was more important to them to have the cattle-guards in place during winter than any other season, as during the other seasons their cattle were mostly pasturing in the hills in charge of herders. At any rate these cattle-guards heve been removed during the winter months without authority, and unless a great deal more can be shown than has yet appeared, the practice must cease. Furthermore, the railway companies must establish and maintain cattle-guards that will prevent cattle and other animals from getting upon the railways. This is the requirement of the law, and I know of no reason why it should not be complied with.

The provisions of clause 4 have been abused, and this statutory exemption from fencing has been used by the companies to free themselves from making compensation in innumerable cases of meritorious claims. This condition of affairs cannot be permitted to continue; it works great hardship upon the public, and is of little or no benefit to the railway companies. The conditions in the west have greatly changed since this exemption was granted to the companies, and as they are compelled at some stage of the undertaking to erect fences, I am clearly of the opinion that no hardship will be imposed if that stage is made the initial one.

I am aware that in various parts of the country no necessity now exists and possibly never will for the erection of fences. The formal order may contain a provision that railway companies, the lines of which have already been constructed, may apply to exempt certain sections of the road from the operation of the order, when, if conditions are shown that such course will entail no hardship upon the public, the Board may so declare. The like course may be taken where railways are in course of construction, and as to such latter, when application is made to open the road for traffic, the fences, cattle-guards, highway and farm crossings and gates shall all form part of the work necessary to be complete according to the statute and the Board's regulations before permission is given to operate the road. I am convinced that this course will, in the end, be less expensive for the railway companies as the erection of fences, gates, &c., can all be carried on at the time of construction at less cost than later on, to say nothing of saving liability for damage claim for stock killed and law costs in defending, even if successful.

Many complaints were made that in the construction of the railway lines the highway crossings were left in an impassable state, causing endless inconveniences and trouble to the public. I confess I am at a loss to understand such disregard of the rights of others, and such selfish and inconsiderate conduct upon the part of those constructing the railways, or responsible for their construction. If these works are let out to contractors, the railway companies may as well at once understand that they must make some provision in their contracts that will compel their contractors to treat the public with ordinary decency. This Board has no control over the contractors and can deal only with the railway companies. These highway crossings can be constructed at less expense when the grading is being done than later on, after the road is completed; and with respect to roads not yet completed, they will not be opened for traffic until every highway crossing open for travel is put into the condition called for by the Board's regulations. As to these railways now in operation all highway crossings opened for travel must be put into the condition called for by the regulations within one year from this date.

A draft order embodying the foregoing may be sent to all the companies, and its settlement spoken to by them at the May meeting of the Board at Ottawa.

March 23, 1909.

3 GEORGE V., A. 1913

Order No. ....

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Meeting at Ottawa.

The day of May, 1909.

PRESENT:

Hon. J. P. MABEE, *Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

In the matter of complaints against Railway Companies for non-compliance with the provisions of the Statute regarding fences and cattle guards, and public highway crossings.

Upon hearing complaints from many individuals, public bodies, and municipalities that railway companies are not complying with the provisions of section 254 of the Railway Act, and that much hardship is caused by the exemption provided for in subsection 4 of the said section, and upon request being made that the Board intervene, as provided for by said subsection, and upon hearing what was said upon behalf of the railway companies,—

IT IS ORDERED

That all railway companies subject to the jurisdiction of this Board, shall, as to all railway lines completed, owned, or operated by them, whether or not the lands on either side of the railway are enclosed, settled, or improved—

1. Within one year from this date erect and maintain, on each side of the right of way (1) fences of a minimum height of four feet six inches, with swing gates, eighteen feet in width, at farm crossings, with minimum height aforesaid, with proper hinges or fastenings; (2) cattle guards on each side of the highway at every highway crossing at rail level. Provided that sliding or hurdle gates, constructed before the 1st day of February, 1904, and farm gates of a minimum width of sixteen feet, constructed before the 1st day of April, 1909, may be maintained.

2. The railway fences at every highway crossing shall be turned into the respective cattle guards on each side of the highway.

3. All fences, gates, and cattle guards shall be suitable and sufficient to prevent cattle and other animals from getting on the railway.

4. As to lines not yet completed or opened for traffic, or in course of construction, all such companies shall

(1) Erect fences, gates, and cattle guards as aforesaid as the line of railway is graded.

(2) If not yet opened for traffic, then such fences, gates and cattle guards as aforesaid shall be erected and maintained before such railway shall be opened for traffic.

(3) Where the railway is being constructed through enclosed lands, it shall be the duty of the railway company to at once construct such fences so that cattle and other animals cannot escape, or injury be caused by them to crops.

5. Where in mountainous, or other sections of the country, it shall be made to appear to the Board that no necessity exists for the fencing or other works hereinbefore directed, the company or companies may apply to the Board for exemption from fencing, and other works, and such exemptions may be made as the Board deems proper.

6. All railways now in operation shall, within one year, construct and maintain suitable and proper highway crossings at all such as may be opened for travel, and additional ones at once upon such highways being from time to time opened for travel

7. All railways not yet opened for traffic, or hereafter constructed, shall, before the same are opened for traffic, construct and maintain suitable and proper highway crossings at all such as may be opened for travel, and additional ones at once upon such highways being from time to time opened for travel.

8. All such crossings shall comply with the standard conditions of the Board, which are as follows,—

1. That, unless otherwise ordered by the Board, the width of approaches to rural railway crossings over highways be twenty feet road surface on concession and main roads and sixteen feet on side and bush roads.

2. That a strong, substantial fence or railing, four feet six inches high, with a good post-cap (four inches by four inches), a middle piece of timber (1½ inches by 6 inches), and a ten-inch board firmly nailed to the bottom of the posts to prevent snow from blowing off the elevated roadway, be constructed on each side of every approach to a rural railway crossing, where the height is six feet or more above the level of the adjacent ground,—leaving always a clear road-surface twenty feet wide.

3. That the width of approaches to rural railway crossings made in cuttings be not less than twenty feet clear from bank to bank.

4. That, unless otherwise ordered by the Board, the planking or paving blocks or broken stone, topped with crushed rock screenings, on rural railway crossings over highways (between the rails and for a width of at least eight inches on the outer sides thereof) be twenty feet long on concession and main roads, and sixteen feet on side and bush roads.

CIRCULAR No. 35. File 10041.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, March 29, 1909.

Telegraph Tolls.

DEAR SIR,—I enclose certified copy of Order of the Board, No 6679, dated 26th instant, with respect to the printing and style of tariffs to be filed in connection with telegraph tolls.

Will you please answer the following question, and return to me as early as possible.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

The telegraph service of the line. . . . . Ry.,
is operated by the. . . . . Telegraph Co'y.

(Signed). . . . . .

GENERAL ORDER No. 6679.

File 9778.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

FRIDAY, the 26th day of March, A.D., 1909.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
M. E. BERNIER, *Deputy Chief Commissioner.*
JAMES MILLS, *Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN PURSUANCE OF the powers conferred upon it under section 4 of the Act 7-8 Edward VII, Chapter 61, amending the Railway Act, and of all other powers possessed by the Board in that behalf:

IT IS ORDERED that the tariffs of tolls of telegraph companies subject to the legislative authority of the Parliament of Canada, printed by every such company for filing with the Board as required by Section 4 of the said Act 7-8 Edward VII, be in the form, size, and style and contain the information, particulars and details following, namely:—

(*a*) On sheets, or in books, uniform in size, namely 11 inches in length by 8 inches in width; but such sheets or books of smaller dimensions which may have been in use prior to the date of this Order, and are still in use, and the current or future amendments or supplements thereto, may be filed with the Board (if not inconsistent with the provisions of the Railway Act and amendments thereto).

(*b*) Specially numbered in the upper right-hand corner, by each telegraph company, with the prefix "C.R.C.," beginning with C.R.C. No. 1, and subsequent tariffs be numbered accordingly. (Should the initial filing include tariffs already in print, the C.R.C. number may be written or stamped, instead of printed thereon.)

(*c*) Any contracts, agreements, arrangements, or other forms, which affect telegraph tolls, shall be filed with the Board, and conform in size, so far as may be, to that prescribed herein for tariff of tolls.

(*d*) That such telegraph company shall file with the Board a map, mounted on linen, without rollers, showing in colours its various rate groups or blocks; also, from time to time, similar maps revised so as to show any changes that may be made in the said rate groups or blocks.

(*e*) The said tariffs, contracts, agreements, arrangements, or other forms and maps, shall be accompanied by a filing advice, in duplicate, which shall give the C.R.C. numbers (if any) of the enclosures covered thereby, with the effective dates and description thereof, in accordance with the accompanying form "A" (the duplicate of which will be stamped and returned to the sender as the acknowledgment by the Board of the receipt of the enclosures); also that the said filing advices be of the size prescribed for the tariffs, and be numbered consecutively, without the C.R.C. prefix, and without regard to the C.R.C. numbers (if any) of the enclosures.

(*f*) The occasion for the issue shall be printed at the top of the front page of all tariffs, contracts, agreements, arrangements, or other forms following those first filed with the Board, for example: "Advance," "Reduction," "Re-issue," or "New Rates," as the case may be.

(*g*) The act of mailing by the company shall not constitute filing within the meaning of the Act, and any new tariffs, contracts, agreements, arrangements or other forms must be received at Ottawa for filing at least three days, in the case of reduction, or ten days in the case of an advence, before the same shall have become effective.

(*h*) That the accompanying form "B" of "Certificate of Concurrence in Joint Tariffs," be, and the same is hereby prescribed; the said certificate to be of the size prescribed for tariffs; to be consecutively numbered without the C.R.C. prefix, and to

contain a full and exact description of the tariff concurred in, and to be signed by the official filing the same, or by some person duly authorized to sign for him, such person to affix his signature in full to the name of the official for whom he signs; the Board to be kept advised of the names of the persons to whom such authority is delegated; and that two copies of such certificate be sent to the Board, one of which will be stamped and returned to the sender as the acknowledgment by the Board of its receipt.

AND IT IS FURTHER ORDERED that every such telegraph company deposit and keep on file at each of its offices or stations where telegrams are received for transmission, in a convenient place, open for the inspection of the public during office hours, a copy of each of its tariffs in use thereat; and post a notice at each office or station, prominently and in large type informing the public that the company's tariffs of telegraph tolls in use at the said office or station are open to inspection and may be seen upon application to the operator or other person in charge; and by general order direct its employees to produce, on request, any particular tariff in use at that office or station which any applicant may desire to inspect.

(Sgd.) J. P. MABEE,
Chief Commissioner,
Board of Railway Commissioners for Canada.

. . . . . .

(Insert name of telegraph company here.)

. . . . . 19. . . .

FILING ADVICE NO.

CHIEF TRAFFIC OFFICER,
RAILWAY COMMISSION FOR CANADA,
OTTAWA, CANADA.

SIR,—In compliance with the requirements of Section 4, Chapter 61, 7-8 Edward VII, Revised Statutes of Canada, I transmit herewith for filing and for the approval of the Board of Railway Commissioners for Canada, copies of tariffs, &c., as follows:

C.R.C. Number.	Date taking Effect.	Description.

Concurrence Certificate No.....

THE CHIEF TRAFFIC OFFICER,
RAILWAY COMMISSION FOR CANADA,
OTTAWA, CANADA.

This is to certify that the.. .. ..Telegraph Company assents to and concurs in the publication and filing of the schedule described below, and hereby makes itself a party thereto.

.. ..

SESSIONAL PAPER No. 20c

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, April 29, 1909.

G. A. MOUNTAIN, Esq.,
Chief Engineer Railway Commission.

Re Resuscitation from Apparent Death from Electric Shock.

DEAR SIR,—Yesterday while inspecting a wire crossing at the Elgin Street subway at Brantford, Ontario, I learned from the Grand Trunk Railway Company's section foreman some particulars regarding the death by electric shock of one of their sectionmen on April 8 last.

The foreman assured me that a small burn on one finger of the deceased was the only visible sign of injury on the latter's body. In reply to my inquiry as to whether any one had attempted to revive the deceased by means of artificial respiration, the foreman replied, "Oh, no, the doctor said he was dead, and his body was carried away." I proceeded to explain to the foreman that many persons shocked into insensibility—and apparently dead—had been revived by the same method that is employed to revive persons apparently dead from drowning, and, that so many cases of complete revival were well known that it was always worth trying, and trying constantly for several hours, to revive any one who has been shocked into insensibility no matter how many pronounced the victim dead. To my astonishment the foreman replied, "I guess you are right, because one of our gang used to be a lineman and he had some fingers burnt right off. He says he was stone dead for two hours—but they brought him back." With this knowledge so close at hand it seems very strange that no attempt was made to revive the man above referred to.

One of the first things I did when I became connected with the Department of Railways and Canals three years ago was to have copies of an illustrated sheet, entitled, "Resuscitation from apparent death from electric shock," distributed amongst the various places belonging to the Department where electrical energy was generated, received, or used.

I am attaching hereto a copy of this sheet, in view of the circumstances outlined above, it is, in my opinion, very desirable to have the railway companies directed to supply the information contained in this sheet to all their employees without delay.

An unfortunate circumstance in connection with this question is that some medical men—apparently not familiar with the fact that many persons have been revived who would otherwise have died—actually interfere and deter willing persons in their well-meant attempts by announcing that the victim is dead.

On the other hand, generally speaking, the medical profession now recognizes the value of the means described and illustrated in the attached sheet.

Yours truly,

(Signed) JOHN MURPHY,
Electrical Engineer.

CIRCULAR No. 38.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, June 3, 1909.

Location of Switch Stands and other Obstructions.

In view of the numerous accidents which have occurred owing to the location of switch stands being too close to the track, the Board considers it advisable that the railway companies subject to its jurisdiction be required to remove all switch stands and other obstructions, to a distance six feet clear of the main line, and in cases where high switch stands cannot be removed to this distance, they be replaced by a

dwarf switch. The Board, therefore, proposes to issue a general order requiring within a reasonable time the removal of all such switch stands as above set out, or the replacing by dwarf switches as well as the removal of all other obstructions.

By Order,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 39.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, July 15th, 1909.

Re Level Crossing Protection and Grade Elimination.

It is apparent from the legislation of last session, the discussion in Parliament, and the general expression of public opinion, that the Board is expected to initiate a definite movement towards the elimination of grade crossings and the protection of others that may be regarded as dangerous.

It is the desire of the Board to deal with this important matter in a way that will not be unreasonably onerous upon the railway companies but at the same time it fully appreciates the fact that little can be accomplished without large expenditure and therefore it is particularly anxious that no mistakes shall be made and that no expense shall be incurred that is not fully warranted.

The Board has for some time been collecting information and particulars regarding crossings that require protection but before acting in the matter thought the proper course to pursue would be to ask the railway companies themselves to furnish a list of crossings upon their lines that in their opinion should be the ones to make a start at, as it would seem that those upon whom the responsibilities of railway operation rest should be the best informed as to the crossings upon their various lines that are the most dangerous.

If this course is followed, it is felt that it will materially assist in directing expenditures at points where the greatest benefit to all concerned will ensue, but upon the other hand if the companies, or any of them, have objections to this suggestion the Board trusts they will feel at perfect liberty to disregard it.

If it is thought desirable to co-operate with the Board, the information given should cover crossings upon the whole system of each company and should not be confined to any one province or locality.

Subject to hearing the views of the companies, it is the present intention of the Board to select a certain number of crossings each year, call all persons, corporations and companies that it may be thought should contribute, before the Board and after hearing all concerned, direct the character of the protection and apportion the cost.

The Board will be glad to have suggestions from the companies upon this matter submitted in writing by, say, October 1, 1909.

By order of the Board,

A. D. CARTWRIGHT.
Secretary.

SESSIONAL PAPER No. 20c

CIRCULAR No. 40.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, September 15, 1909.

Re Complaint against American Emigration Officials in regard to Examining Passengers on Trains bound for the United States while in Canadian Territory.

Under instructions from the Board is sent you herewith a draft copy of proposed Order, and to state that the settlement of the Order may be spoken to at the sittings of the Board to be held at the City Hall, Ottawa, on Tuesday, October 5, 1909.

By order of the Board,

A. D. CARTWRIGHT,
Secretary, B.R.C.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

TUESDAY, the 14th day of September, A.D. 1909.

Hon. J. P. MABEE, *Chief Commissioner.*
D'ARCY SCOTT, *Assistant Chief Commissioner.*
S. J. MCLEAN, *Commissioner.*

IN THE MATTER OF THE complaints against the United States Immigration officials when examining passengers on trains bound for United States points while in Canadian Territory, of railways whose lines cross the International boundary. (File 10938.)

IN PURSUANCE OF THE powers conferred upon the Board by section 28 of the Railway Act and other sections, and of all other powers possessed by it in that behalf.

UPON hearing of counsel for the railway companies affected—

IT IS ORDERED:

1. That it shall be the duty of every train conductor to see that any immigration officer or agent of any foreign country boarding a train which such conductor is in charge, in Canada, to ascertain the person or persons about to enter such foreign country upon any such train, for the purpose of enforcing any Immigration Act of such foreign country, whether by agreement or arrangement with the railway company operating such train, or otherwise, conducts his inquiries with courtesy and civility to the passengers upon such train, and subjects them to no unnecessary inconvenience or annoyance.

2. That every such conductor shall forthwith report each and every case of want of courtesy or incivility upon the part of such immigration officer observed by him upon his train, giving the name and address of the passenger or passengers affected (if ascertainable), as well as the name and address of such officer.

3. That every such conductor shall forthwith report any and all complaints made to him by any passenger or passengers upon his train, giving their name and address, of any want of courtesy, or incivility, or unnecessary annoyance or inconvenience that they had been subjected to by such immigration officer, likewise giving his name and address.

4. That such shall forthwith forward to the Board full particulars of all reports so received from such conductor or conductors.

CIRCULAR No. 41.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, November 6, 1909.

Re Inspection of Station Buildings and Safety Appliances, &c.

DEAR SIR,—It is the present practice for the Inspectors of the Board of Railway Commissioners to forward to the Superintendent or other official of the railway company interested, a copy of report made by the Board's inspector *re* station buildings and safety appliances.

Hereinafter the railway official receiving the inspector's report will please acknowledge receipt direct to Mr. A. J. Nixon, Chief Operating Officer of the Board, advising him what action is being taken in connection therewith.

Yours truly,

A. D. CARTWRIGHT,
Secretary B.R.C.

CIRCULAR No. 42.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, December 13, 1909.

Height of Railway Bridges.

DEAR SIR,—The Board directs me to notify you that all railway companies subject to its jurisdiction are required to appear before it at the operating sittings to be held at its offices, 66 Queen street, Ottawa, Ontario, on Tuesday, January 4, 1910, at the hour of ten o'clock in the forenoon, and be prepared to show cause why an Order should not be made prohibiting brakemen from riding on the top of freight cars, and reducing the height of bridges to 17 feet, or to a height sufficient to permit the highest freight car passing thereunder.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 43.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, December 15, 1909.

Inspection of Carload Freight by Railways.

DEAR SIR,—I am directed by the Board to notify your company to appear before it at traffic sittings to be held at the Board's offices, 66 Queen street, Ottawa, on Tuesday, January 18, 1910, at the hour of ten o'clock in the forenoon, to consider the making of a general Order by the Board, pursuant to the provisions of the Railway Act, establishing the places at which inspection of carload freight should be made.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

SESSIONAL PAPER No. 20c

CIRCULAR No. 44.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, January 1, 1910.

Storage Charges for Baggage.

DEAR SIR,—By direction of the Board, all railway companies subject, as to their tolls, to the authority of the Parliament of Canada, are hereby notified that at the traffic sittings to be held at the offices of the Board, 66 Queen street, Ottawa, Tuesday, January 18, 1910, it will be assumed that the charges which the companies collect for the storage of passengers' baggage are excessive, and evidence and argument to the contrary will be heard.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 45.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, January 21, 1910.

File 6713, re Interswitching.

Differences of opinion appear to have arisen between some of the railway companies and the public as to the scope of the Order of the Board No. 4988, dated July 8, 1908, known as the General Interswitching Order, and judging from their interswitching tariffs, these differences do not seem to be non-existent as between the companies themselves.

While of the opinion that the language of the Order is clear beyond misinterpretation, the Board declares that, for the purposes of the Order,—

(*a*) The maximum interswitching distance is unqualified, and means, as stated. "*any* distance not exceeding four miles.....from the nearest point of interchange," regardless of the location of the point of interchange, or of station yard limits, or any other limits or boundaries.

(*b*) Clause 10 of the Order refers, as stated, to "*ordinary* freight service from station to station," that is, traffic originating at the common point, as distinguished from interswitched joint traffic.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 46.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, April 5, 1910.

Approval of U. S. Uniform Bill of Lading.

DEAR SIR,—The Board has received an application from the C. P. R. for formal approval of the Uniform Bill of Lading in use in the United States with respect to shipments from U. S. points to points in Canada, and from U. S. points through Canada to U. S. points, on the ground that doubt exists as to whether Canadian railway companies would have the protection of the U. S. Bill of Lading in the event of

loss or damage affecting such traffic while in transit within Canada. I am directed to inform you that the Board will discuss the situation fully with the railway companies subject to its jurisdiction at the traffic sittings to be held in Ottawa on Tuesday, May 17, next.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B. R. C.

CIRCULAR No. 47.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, April 21, 1910.

Equipment Reports.

DEAR SIR,—In future please address all equipment reports, now sent to Mr. James Ogilvie, Inspector of Railway Equipment, to Mr. A. J. Nixon, Chief Operating Officer of the Board at Ottawa, Ontario.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B. R. C.

CIRCULAR No. 48.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

File 7834, re Emergency Tools for Passenger Equipment.

DEAR SIR,—At the Operating Sittings of the Board to be held in Ottawa on Tuesday, October 4th, next, the Board will consider the matter of a regulation requiring each and every passenger car of railways subject to its jurisdiction to be equipped with a tool box containing saw, sledge and axe, and located in a convenient place in each passenger car.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B. R. C.

CIRCULAR No. 49.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, August 15, 1910.

In the Matter of Fires and Noxious Weeds upon Railway Lands.

The Railway Act provides as follows:

Section 296. Every company shall cause thistles and all noxious weeds growing on the right of way, and upon land of the company adjoining the railway, to be cut down or to be rooted out and destroyed each year, before such thistles or weeds have sufficiently matured to seed.

Section 297. The company shall at all times maintain and keep its right of way free from dead or dry grass, weeds and other unnecessary combustible matter.

Complaints continually come to the Board that these sections are not observed by some of the companies, casual observation in some parts of the country shows that section 297 is being entirely overlooked.

It is clear that many fires are communicated to adjacent lands by reason of companies not complying with these provisions of the law, entailing enormous loss. The Board deems it to be its duty to see that these sections are enforced and to that end has given instructions that all railway lands shall be periodically inspected and full reports made of the conditions found to exist.

This is a matter of vast moment in the preservation of timber lands as well as the protection of property of all kinds along railway lines and steps will be taken to enforce the law unless voluntarily complied with.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B. R. C.

CIRCULAR No. 50.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, August 23, 1910.

Resolution of Dominion Legislative Board of the International Brotherhood of Locomotive Engineers.

DEAR SIR,—I send you herewith a copy of a letter addressed to the Board on April 8, 1910, by Mr. C. Lawrence, Chairman, and Mr. Byron Baker, Secretary, of the Dominion Legislative Board of the International Brotherhood of Locomotive Engineers, embodying resolutions adopted at a meeting recently held in Ottawa, and am directed to say that the matter may be discussed at the sittings of the Board to be held at Ottawa, on Tuesday, November 1, 1910, commencing at the hour of ten o'clock in the forenoon, and the matter will, therefore, be placed on the November Operating List for that date.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B. R. C.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, October 19, 1910.

Resolution of Dominion Legislative Board of International Brotherhood of Locomotive Engineers.

DEAR SIR,—Referring to my Circular No. 50, August 23, last, enclosing copy of a letter addressed to the Board on April 8, 1910, by Mr. C. Lawrence, Chairman, and Mr. Byron Baker, Secretary, of the Dominion Legislative Board of International Brotherhood of Locomotive Engineers, and stating that the matter would be discussed at the sittings at Ottawa, on Tuesday, November 1, I beg to say that, as Thanksgiving day has been fixed for October 31, the Board has decided to hold its operating sittings at Ottawa, on Thursday, November 3, instead of Tuesday, November 1. This matter will, therefore, be on the list of cases for hearing at Ottawa on November 3.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B. R. C.

OTTAWA, Ont., April 8, 1910.

To the Honourable the Chairman and Board of Railway Commissioners:

GENTLEMEN,—At the recent session of the Dominion Legislative Board of the International Brotherhood of Locomotive Engineers held in Ottawa, March 29-April 2, inclusive, the following resolutions were unanimously adopted and the legislative representative instructed to place them before your honourable body for your most earnest consideration.

No. 1. That sign-boards be placed at the side of the railway track defining the limits of cities, towns and villages, for the guidance and information of the men in train service.

No. 2. That owing to the liability of accident and the exposure to the severe cold during our winter season that a law be enacted preventing the running of locomotives tender first beyond a distance of ten (10) miles, except in cases of emergency.

No. 3. That a law be enacted requiring all railway companies in Canada to equip their locomotives with power head-lamps and air bell-ringers.

No. 4. That recognizing the many dangers and the liability of accident in running over portions of the railway unknown to the engineer, that a practical and competent engineer familiar with the road about to be run over be placed upon the locomotive in addition to the regular engine crew.

No. 5. That owing to the very fatiguing nature of our occupation and the constant demand for vigilance necessary for the faithful performance of our duties as locomotive engineers in handling the commerce of the country and the lives of its citizens, it therefore follows that we would be provided with clean, comfortable and sanitary quarters where we may be assured of uninterrupted repose and quiet in order to prepare ourselves for our important duty.

Many terminals, we regret to say, are absolutely unprovided for in this respect. As a class we do not desire to patronize or frequent places where intoxicants are sold, and we therefore ask that the railway companies be required to establish suitable quarters at all terminals as above mentioned.

No. 6. That owing to the absence of land marks in many of the localities in which our men are empolyed and as a guide to inform them of their exact whereabouts in approaching stations, it was unanimously decided to recommend to your honourable body that a large sign board be placed one mile outside of yard limit.

No. 7. That the matter of the removal of all snow-cleaning devices from locomotives which was referred to your honourable body in 1908 be again brought to your attention, as we are firmly of the opinion that such devices should have no place on a locomotive, with the exception of the steel pilot plough now used by the Canadian Pacific railway in the mountain districts of British Columbia. These ploughs do not project above the buffer-beam nor do they touch the rail, and are considered a reinforcement to the pilot.

No. 8. That we respectfully request the Board of Railway Commissioners to take such action as they may deem advisable to have suitable inspection supplied for all wooden bridges.

No. 9. Tht the attention of the Board of Railway Commissioners be called to the fact that many of the modern engines now being built and used in Canada are totally devoid of any sense of comfort or convenience for the men who are obliged to spend the greater part of their time on them. Everything is apparently sacrificed in order to make them as huge and powerful as possible. As most of them carry at least 200 pounds pressure per square inch, it means that the men who handle them are separated by only a few inches from a temperature of 387 degrees of heat.

To get into position to handle these monsters the engineer is obliged to climb over obstructions in the shape of different parts of the equipment and wedge himself in the narrow space between the side of the cab and the boiler. Should the engine run off the track and turn over the engineer has not the slightest chance of escape and would likely be crushed and scalded to death.

Further, that we respectfully ask the Board that they give this matter their most earnest consideration and endeavour to place some limit on the size of boiler and cab that will allow for ample room and breathing space. The appliances for operating the engines are not infrequently placed in such very awkward positions that the engineers are at a disadvantage in cases of great emergency.

Water-glasses, steam-gauges, air-gauges and lubricators, which require almost constant observation, are often found so inconveniently located that the engineer's attention is too long diverted from the track and signals.

No. 10. That owing to the unclean condition of the working parts, especially that portion under the boiler and between the frames, and the liability to accident by the engineer in attempting to crawl under the engine, between the wheels, to inspect his locomotive, the Board recommends that the engineer be held responsible only for such defects as may be reasonably detected from the outside, and in addition to the inspection by the engineer the engines shall also be inspected by a competent inspector at all railway terminals, and the engineer not held responsible for any defects which the inspector may find.

No. 11.—The Board was of the opinion that as the safety of life and property depends upon the sight and judgment of the men who guide the traffic, and having practical knowledge of the inability under certain conditions to obtain more than a partial view of the track and signals, such protection should be afforded as would enable the engineer to at all times have a clear and uninterrupted view ahead. Having examined a model of the "Quirk Storm Guard or Protector," and heard the endorsement of one who had used it they were unanimous in the proposal of recommending to the management of the several Canadian railways a trial of the "Protector."

The patentee, Mr. T. J. Quirk, 183 East Front street, Dunkirk, N.Y., will be glad to furnish sketches or any information desired.

No. 12.—That owing to the fact that not infrequently an employee of the railway company is injured through no fault of his own, and the railway company's officials eventually refer him to their claims agent, who usually requests the employee to wait until such time as he is completely recovered before making a settlement, thus requiring him in many cases to become indebted for the necessities of life for himself and family. The board, therefore, agree unanimously to request that monthly payment of a sum at least equal to that which he would have earned, should be made to injured employees.

All of which is respectfully submitted.

(Signed) C. LAWRENCE.
Chairman.

BYRON BAKER,
Secretary.

CIRCULAR No. 51.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, September 14, 1910.

Height of Railway Bridges.

DEAR SIR,—Several accidents have occurred on railways subject to the jurisdiction of this Board due to overhead structures not being the height required by the statutes, and I am directed to ask that you report to this Board not later than November 30, particulars of all overhead bridges, snow-sheds, or other structures that are not of the statutory height.

Yours truly,

A. D. CARTWRIGHT,
Secretary B.R.C.

CIRCULAR No. 52.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, August 31, 1910.

Level Crossings.

DEAR SIR,—I am directed to ask that you prepare and furnish within sixty (60) days a statement showing separately for each division or each district on your railway the number of level crossings on your lines, either with the tracks of your own company, or with tracks of other companies' lines, electric or steam. The statement should also show what form of protection is now provided at the crossings. Whether the interlocker is full or half and if derails are inserted on one or both of the companies line forming the level crossing.

Yours truly,

A. D. CARTWRIGHT,
Secretary B.R.C.

CIRCULAR No. 53.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, September 1, 1910.

File 9437—482, Electric Bells at Highway Crossings.

DEAR SIR,—I am directed by the Board to ask that you submit, within sixty days, a statement showing the location and name of the street or highway at which electric bells are located on your line, giving sufficient particulars to enable the Board's inspectors to identify the crossings.

Yours truly,

A. D. CARTWRIGHT,
Secretary B.R.C.

SESSIONAL PAPER No. 20c

CIRCULAR No. 54.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, November 10, 1910.

Filing Location Plans, Section 159.

DEAR SIR,—I am directed by the Board to state that hereafter with every application by a railway for approval of a location, or deviation of a location, there shall be filed with the Board an affidavit by a competent engineer that the proposed location or deviation is not at any point more than one mile from the route approved by the Minister of Railways and Canals.

Yours truly,

A. D. CARTWRIGHT,
Secretary B.R.C.

CIRCULAR No. 55.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, December 7, 1910.

Section 258, S.S. 2, Station Location Plans.

DEAR SIR,—The Board has directed that in future whenever it is the intention of the company to construct a permanent station and an application is to be made to the Board for its approval, that a copy of the application and plan be served on the municipal authority of the district in which the station is to be erected; or if there is no municipal authority, then on the government or other authority having control over the district.

Yours truly,

A. D. CARTWRIGHT,
Secretary B.R.C.

CIRCULAR No. 56.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, December 10, 1910.

By-laws, Rules and Regulations.

DEAR SIR,—I am directed by the Board to call your attention to the requirements of section 310 of the Railway Act as follows:—

"All by-laws, rules and regulations, except such as relate to tolls and such as are of a private or domestic nature and do not affect the public generally, shall be submitted to the Governor in Council for approval."

The Board further directs that you inform it, as soon as possible after the receipt of this circular, whether your company has complied with the requirements of said section and, if not, your company should take immediate steps to do so.

If any application is filed for approval it should be accompanied by not less than five copies of the rules and regulations in question.

Yours truly,

A. D. CARTWRIGHT,
Secretary B.R.C.

CIRCULAR No. 57.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, December 22, 1910.

Inspecting of Railway Locomotive Steam Boilers.

DEAR SIR,—I enclose a draft of proposed regulations for inspecting, testing and washing of locomotive boilers and beg to say that railway companies will be given an opportunity of speaking to the matter at the sittings of the Board to be held in the court house in the City of Montreal, P.Q., on Monday, January 23, 1911.

Yours truly,

A. D. CARTWRIGHT,
Secretary B.R.C.

REGULATIONS FOR INSPECTING, TESTING AND WASHING LOCOMOTIVE BOILERS.

I.—*General Construction and Safe Working Pressure.*

The chief mechanical officer of each railroad company will be held responsible for the general design, construction and inspection of the locomotive boilers under his control. The safe working pressure of each locomotive boiler shall be fixed by the chief mechanical officer of the company or by a competent mechanical engineer under his supervision. The safe working pressure must be determined in accordance with calculations of the various parts after full consideration has been given to the general design, workmanship and condition of the boiler.

II.—*Inspection of Interior of Boiler.*

(*a*) *Time of Inspection.*—The interior of every boiler shall be thoroughly inspected before the boiler is put into service, and also whenever a sufficient number of flues are removed to allow examination.

(*b*) *Flues to be removed.*—All flues shall be removed at least once every two and a half years and a thorough examination made of the entire interior of the boiler. After the flues are taken out, the inside of the boiler must have the scale removed and be thoroughly cleaned.

(*c*) *Method of Inspection.*—The entire interior of the boiler must then be examined for cracks, pitting, and grooving. The edges of plates, all laps, seams and points where cracks and defects are likely to develop, or which an exterior examination may have indicated, must be given a specially minute examination. It must be seen that braces and stays are taut, that pins are properly secured in place, and that each is in condition to support its proportion of the stress.

(*d*) *Repairs.*—Any boiler developing cracks in the shell shall be taken out of service at once and thoroughly repaired before it is reported to be in satisfactory condition.

(*e*) *Lap Joint Seams.*—Every boiler having lap joint longitudinal seams without reinforcing plates shall be examined with special care to detect grooving or cracks at the edges of the seams.

III.—*Inspection of Exterior of Boiler.*

The jacket and lagging shall be removed at least once every three years, and also whenever the inspector considers it desirable or necessary in order to thoroughly inspect the boiler.

IV.—*Testing Boilers.*

(*a*) *Time of Testing.*—Every boiler before being put into service, and at least once every twelve months thereafter, shall be subjected to hydrostatic pressure 25 per cent above the working steam pressure, and must be indicated by standard test gauge.

(*b*) *Removal of Dome Cap.*—Preceding the hydrostatic test the dome cap and throttle pipe must be removed and the interior surface and connections of the boiler examined as thoroughly as the conditions permit.

(*c*) *Foreman to Witness Tests.*—When boilers are being tested by hydrostatic pressure the foreman of the shop having under his charge the repairs of boilers, or an authorized competent boilermaker, shall personally attend and assist the inspector in his examination.

(*d*) *Repairs and Steam Test.*—When all necessary repairs have been completed, the boiler shall be fired up and the steam pressure raised to not less than the allowed working pressure.

V.—*Stay Bolt Testing.*

(*a*) *Time of testing Rigid Bolts.*—All stay bolts should be tested at least once every month, and no boiler must be used over three months under any circumstances unless thorough stay bolt inspection has been made. Stay bolts shall also be tested immediately after every hydrostatic test and an accurate report of all broken stay bolts and stay bolts removed must be made as prescribed on Forms Nos. 4 and 5, which shall be open to inspection at any time by the inspector, said form to be kept on file under the charge of the chief mechanical officer.

(*b*) *Method of Testing Rigid Bolts.*—The inspector must tap each bolt from the fire-box side and judge from the sound or the vibration of the sheet which of them are broken. If stay bolt tests are made when the boiler is filled with water there must be not less than one hundred pounds pressure on the boiler. This will produce sufficient strain upon the stay bolts to cause the separation of the parts of the broken ones. Should the boiler not be under pressure the test may be made after draining all the water from the boiler, in which case the vibration of the sheet will indicate any unsoundness. The latter test is preferable.

(*c*) *Method of Testing Flexible Stay Bolts.*—All flexible stay bolts having caps over the outer ends shall have the caps removed at least once every year, and also whenever the inspector considers the removal desirable in order to thoroughly inspect the stay bolts. The fire-box sheets should be examined carefully at least once a month to detect any bulging or indications of broken stay bolts.

(*d*) *Broken Stay Bolts.*—No boiler must be allowed to remain in service when there are two adjacent stay bolts broken in any part of the fire box or combustion chamber, nor when three or more are broken in a circle four feet in diameter.

(*e*) *Tell Tale Holes.*—All stay bolts shorter than eight inches applied after , except flexible bolts, shall have tell-tale holes $\frac{5}{16}$-inch diameter by $1\frac{1}{4}$ inches or more in the outer end. These holes must be kept open at all times, except in cases of emergency. All stay bolts shorter than 8 inches, except flexible bolts, shall be drilled when the locomotive is in the shop for heavy repairs or at other suitable opportunity, and this work must be completed prior to .

(See foot note.)

NOTE.—Applications from railway companies desiring to omit the use of tell-tale holes will be considered when it can be shown to the satisfaction of the Board of Railway Commissioners that unusual care is used in stay-bolt testing, both as to the frequency of tests and the selection of inspectors.

VI.—*Steam Gauges.*

(*a*) *Location of Gauge.*—Every boiler shall have at least one steam gauge which will correctly indicate the working pressure. Care must be taken to locate the gauge so that it will be kept reasonably cool, particularly in case of gauges located on the back head of boilers.

(*b*) *Siphon.*—Every gauge shall have a siphon of ample capacity to prevent steam entering the gauge. The pipe connection shall enter the boiler shell direct, and shall be maintained steam tight between siphon and gauge.

(*c*) *Time of Testing.*—Steam gauges should be tested once every month, and no boiler must be used over three months under any circumstances unless a thorough test has been made of the steam gauge.

VII.—Safety Valves.

(*a*) *Number and Capacity.*—Every boiler shall be equipped with at least two safety valves, the capacity of which shall be sufficient to prevent, under any conditions of service, an accumulation of pressure of more than 5 per cent above the allowed steam pressure.

(*b*) *Setting of Valves.*—Safety valves shall be set by gauge to pop at pressures not exceedig five pounds above the allowed steam pressure, the gauge in all cases to be tested by standard gauge before the safety valves are set or any change made in the setting. When setting safety valves the water level in the boiler must not be above the highest gauge cock.

(*c*) *Time of Testing.*—Safety valves should be tested under steam at least once in every month, and no boiler must be used over three months under any circumstances unless the safety valves have been thoroughly tested.

VIII.—Water Glass and Gauge Cocks.

(*a*) *Number and Location.*—Every boiler shall be equipped with at least one water glass and three gauge cocks. The lowest gauge cock and the lowest reading of the water glass shall not be less than three inches above the highest part of the crown sheet.

(*b*) *Water Glass Valves.*—All water glasses shall be supplied with two valves or shut off cocks, one at the upper and one at the lower connection to the boiler, and also a drain cock, so constructed and located that they can be easily opened and closed by hand.

(*c*) *Time of Cleaning.*—All guage cocks and water glass cocks shall be removed and cleaned of scale and sediment whenever the boiler is washed.

IX.—Plugs in Fire Tubes.

(*a*) *Plugs Prohibited.*—No boiler shall remain in service which has had one or more fire tubes plugged by both ends of the tube unless the plugs are securely tied together by means of a rod not less than $\frac{5}{8}$ inch diameter.

X.—Washing Boilers.

(*a*) *Time of Washing.*—All boilers shall be thoroughly washed not less frequently than once in thirty days.

(*b*) *Plugs to be removed.*—When boilers are washed all wash-out, arch and water bar plugs must be removed.

(*c*) *Water Tubes.*—Special attention must be given the arch and water bar tubes to see that they are free from scale and sediment.

(*d*) *Office Record.*—An accurate record of all locomotive washouts shall be kept in the office of the railroad company. The following information must be entered on the day that the boiler is washed:—

1. Number of locomotive;

2. Date of washout;

3. Statement that boiler was washed;

4. Signature of the boiler washer or the boiler inspector;

5. Statement that gauge cocks and water glass cocks were removed and cleaned;

6. Signature of the boiler inspector or the employee who removed and cleaned the cocks.

XI. *Steam Leaks.*

(*a*) *Leaks under lagging.*—If a serious leak develops under the lagging an examination must be made and the leak located. If the leak is found to be due to a crack in the shell or to any other defect which may reduce safety, the boiler must be taken out of service at once and thoroughly repaired before it is reported to be in satisfactory condition.

(*b*) *Leaks in front of engineer.*—All steam valves, cocks and joints, studs, bolts and seams shall be kept in such repair that they will not at any time emit steam in front of the engineer, so as to obscure his vision.

XII. *Filing of Reports.*

(*a*) *Specification card.*—A specification card, Form No. 2, containing the results of the calculations made in determining the working pressure and other necessary data shall be filed in the office of the Chief Operating Officer at Ottawa, for each locomotive boiler. A copy shall also be filed in the office of the chief mechanical officer having charge of the locomotive. Every specification card shall be verified by the engineer making the calculations, and shall be approved by the chief mechanical officer. These specification cards shall be filed as promptly as thorough examination and accurate calculation will permit. Where accurate drawings of boilers are available, the data for specification card, Form No. 2, may be taken from the drawings, and such specification cards must be completed and forwarded prior to
unless satisfactory reasons can be given why the time should be extended. Where accurate drawings are not available, the required data must be obtained at the first opportunity when general repairs are made, or when flues are removed. Specification cards must be forwarded within one month after examination has been made, and all examinations must be completed and specification cards filed prior to
, flues being removed if necessary, to enable the examination to be made before this date.

(*b*) *Certificate of Inspection.*—Not less than once in three months and within ten days after each inspection, a Certificate of Inspection, Form No. 1, shall be filed with the Chief Operating Officer at Ottawa for each locomotive boiler used by a railroad company, and a copy shall be filed in the office of the chief officer having charge of the locomotive. A copy shall also be placed under glass in a conspicuous place in the cab of the locomotive before the boiler inspected is put into service. Each certificate shall give the number and the condition of the boiler inspected, the date of the inspection and other required details, and each certificate shall be verified by the inspector.

(*c*) *Reporting washouts.*—The inspector shall examine the record of boiler washouts on file in the company's office not less frequently than once every three months, and if he is satisfied of its accuracy he shall enter the dates of every washout made during the preceding three months on the Certificate of Inspection, Form No. 1. In case the record is not satisfactory the inspector shall make notation thereof on the certificate.

XIII

The chief mechanical officer of each railroad company shall keep each inspector of locomotive boilers under his supervision supplied with a copy of these regulations. Copies can be obtained upon application to the Secretary of the Board of Railway Commissioners for Canada, Ottawa.

CIRCULAR No. 58.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, December 23, 1910.

File 6713, Case 2846, General Interswitching Order No. 4988.

DEAR SIR,—I enclose herewith a copy of the memorandum of the Assistant Chief Commissioner, dated November 26, 1910, concurred in by the Chief Commissioner and Commissioners Mills and McLean.

In view of the fact that the tariffs of many of the railway companies are not in accordance with the General Interswitching Order No. 4988, it is directed by the Board that such variation from Order No. 4988 be removed and new tariffs published and filed without delay.

Yours truly,

A. D. CARTWRIGHT.
Secretary, B.R.C

Interswitching Order 4988, File 6713, Case 2846.

MEMORANDUM OF THE ASSISTANT CHIEF COMMISSIONER.

In an application, dated March 4, 1910, the Board is asked by the Canadian Pacific Railway Company, the Grand Trunk Railway Company, and the Montreal Terminal Railway Company, for an Order interpreting the provisions of the Order of the Board No. 4988, and known as the General Interswitching Order, dated the 8th day of July, 1908.

Counsel for the applicants, and representatives of the Montreal Board of Trade and the Canadian Manufacturers' Association, were heard at the Traffic Sittings at Ottawa on the 22nd of June, last.

The object of having a general interswitching order is to make the rate for the performance of an interswitching service uniform on all railways under the jurisdiction of the Board, no matter what the extent of the movement (provided it is within the limit mentioned in the Order), or the time or labour required in performing it. The Order enables the shipping public and the railway companies to know exactly what service must be performed as interswitching, how much the company that performs the service is to receive, and how much the shipper or consignee is to pay for it. At some points, on account of local conditions, the provisions of the Order are not as advantageous to the railway companies as they are at others, and in some cases one railway company may have to do more than another to earn the toll; but such conditions may, to some extent, be inevitable under a general order made to apply everywhere, and there is a certain amount of reciprocity in the working out of the Order which should even up matters between the railways.

But the intention of the Board in passing the Order was chiefly to benefit the public by establishing a uniform rate and conditions of service for interswitching. This is well described by the late Chief Commissioner Killam in his judgment in the London Interswitching Case, in which he said:—

"With the progress of invention, new enterprises are continually supplanting or injuring old ones to the ruin or loss of those interested in the former. Railways have not only directly affected in this way former modes of transportation, but they have also been instrumental in building up particular localities or enterprises at the expense of others. It has never been the policy of the law to afford compensation for losses thus occasioned. When the legislature authorized the construction of new lines of railway in competition with those formerly existing, this is not done with a view to benefit the promoters of the new lines or to injure those interested in the old ones, but solely for the public good."

"The provisions of the Railway Act which require railway companies thus to interchange traffic at connecting points are introduced, not for the purpose of benefiting one railway company at the expense of another, but solely in the interest of the public. The law cannot recognize anything in the nature of a good-will of the business of either railway company thus affected for which another should give compensation. In my opinion the division between railway companies of the joint rates for traffic thus interchanged should be made upon the principle of giving reasonable compensation for the services and facilities furnished by the respective companies in respect of the particular traffic thus interchanged, and not by reference to the magnitude of the business of one company or the other at particular points or the respective advantages which each can offer to the other there, or a comparison of the loss which the one is likely to sustain with the gain likely to accrue to the other from the giving of the facilities which the law requires."

From what I have said and quoted, I think it is abundantly clear that an Order such as the one before us, which is applicable at practically all points of interchange and to all roads under our jurisdiction, must contain arbitrary provisions which may appear easier to apply in some places than in others, but which, nevertheless, must be enforced in the same manner at all points.

The feature of the Order to which applicants have chiefly addressed themselves is the provision which makes it applicable to any interswitching movement not exceeding four miles from the nearest point of interchange. To quote the application, the Board is asked "to define whether or not the term 'interswitching' as used in the Order, embraces the carriage of traffic from one point outside to a point within a terminal involving the haulage of goods from a point of connection which is a station, to a terminal, within a distance of four miles;" in other words, to say that what they recognize to be an interswitching radius of four miles in one place may be cut down to an actual one mile or two mile radius in another. The effect of this would be to destroy the equality principles of the Order, and open the door to the giving of an undue preference to one locality over another. The Order clearly means what it says, four miles from the nearest point of interchange, and I cannot see that it was ever the intention of the Board to put any limitation on this four mile provision, and I do not think it would be wise for the Board to do so now.

Apparently some of the companies to which the Order applies have not been complying with its provisions, but have collected larger tolls than they are entitled to. In such cases the courts of law provide a means for obtaining redress. The true meaning of the Order, with regard to the four mile limit, was made clear to the companies by Circular No. 45, issued by Order of the Board on the 21st January last, which said:—

"The maximum interswitching distance is unqualified, and means, as stated, 'any distance not exceeding four miles.. .. ..from the nearest point of interchange,' regardless of the location of the point of interchange, or of station yard limits, or any other limits or boundaries."

That being the meaning of the Order, and the railway companies having been by that circular told what the meaning was, there is really nothing now to interpret, and the present application should therefore be dismissed.

The other feature of the application relates to clause 10 of the Order, the purpose of which was to protect the railway companies at points of interchange against possible misinterpretation by shippers, who might claim the substitution of the interswitching toll for the local tariff rate on a purely local movement of one company. I am unable to see how any railway company could read into this clause any other than its true meaning, namely, that the interswitching toll of the company which performs the terminal service does not supersede or modify any local freight rate published by that company to apply to its ordinary or local freight traffic between any two of its own stations.

To dispose of a question which arose at the hearing, I would add that the Order was not intended to apply, and is not applicable to traffic loaded at a point on one railway and destined to a point on another railway wtihin the same switching district, or within adjoining switching districts, covered by local switching tariffs to and from the point of interchange.

(Sgned) D'ARCY SCOTT,

November 26, 1910.

I agree,

(Signed) J. MILLS,.
(Signed) S. J. MCLEAN.

In view of the opinions of the other members of the Board, and that of the Chief Traffic Officer, I do not dissent from the above disposition of this matter.

(Signed) J. P. MABEE,

December 8, 1910.

CIRCULAR No. 59.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, February 15, 1911.

Re Local Port to Port Traffic

DEAR SIR,—It was probably the intention of Parliament that local traffic between ports in Canada, carried entirely in or upon vessels particularized in section 7, as distinguished from through traffic carried by the vessel as part of a continuous rail and water route, should be subject to the tariff clauses of the Railway Act. If this is so then it will be necessary for his freight and passenger traffic to be covered by standard tariffs; and as the traffic referred to is subject to the toll clauses of the Act only "so far as they are applicable", it would not seem necessary that these tariffs should specify the maximum mileage tolls to be charged for all distances, or that such distances be expressed in blocks or groups.

What appears to be necessary is the filing of the standard maximum freight and passenger tolls from port to port only, the distance in statutory miles also appearing.

If your company does not agree with the view expressed above, the Board will, upon application, be pleased to fix a date for the hearing of argument by counsel.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

SESSIONAL PAPER No. 20c

AMENDMENT No. 1 TO CIRCULAR No. 59.

March 28, 1911.

Re Local Port to Port Traffic.

DEAR SIR,—Referring to Circular No. 59 issued by the Board, dated February 15, 1911, *re* local port to port traffic.

I am directed to inform you that the Board has had this matter under its consideration and it has decided, in view of the difficulties that will be placed in the way of companies operating ships engaged in port to port traffic in competition with local boats free from the provision of the Act, that the Board is of the opinion that the present necessities of the case do not require enforcement of section 7 of the Railway Act.

Yours truly,

(Sgd.) A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 60.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, March 7, 1911.

In the matter of Reports of Accidents at Highway Crossings, Section 292 of the Railway Act.

I am directed to inform you that the Board of Railway Commissioners for Canada desires that, after the 1st day of April, 1911, railway companies furnish, when reporting accidents at Highway Crossings, the following additional information, viz., the time and date at which orders or instructions were given by the company, requiring the company's trains or cars not to exceed the speed of ten miles an hour when passing over the crossings in question, in accordance with the requirements of Section 13, Chapter 32, 8-9 Edward VII, and amendments thereto.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 61.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, February 24, 1911.

File 16749, re Forms of Contract in use by Railway Companies in Freight and Passenger Service.

I am directed to ask that your Company file with the Board at once copies of all forms of contract used in your freight and passenger services.

I am also directed to ask that in filing these forms you number them and attach thereto a list of the forms (freight and passenger seperately) referring to them by these numbers, with the name or description of each.

The Board notes that in the aggregate a large number of these forms were filed for approval in 1904-05, and are on file in the Traffic Department of the Board, but as some of these may have gone out of use, while others may have been changed, it is desired to obtain complete new files.

By Order of the Board.

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 62.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, March 9, 1911.

Operating Rules of Electric Railways.

The Board's Chief Operating Officer has recently been called upon to report on the Operating Rules submitted by several of the electric lines in Canada for the operation of their respective railways, and finds a marked difference.

I am, therefore, directed to ask that all electric railways under the jurisdiction of the Board, appoint a committee to deal with the matter of compiling a code of rules suitable for the operation of electric railways, both single and double track. These rules, after compilation, shall be submitted to the Board for approval, or, if the committee appointed by the different railways desire, representatives of the Board will meet with such committee at a time and place which the Board will fix, and assist the committee in compiling a code.

The Board desires to be informed as to the personnel of the committee and when it expects to be able to submit the suggested Uniform Code of Rules.

Yours truly,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 63.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, March 16, 1911.

File 1750, Part 3, Eye and Ear Tests for Railway Employees

DEAR SIR,—In accordance with Sections 5 and 6 of Order No. 12225, dated November 9, 1910, railway companies within the jurisdiction of this Board are required to have their employees engaged in the operation of trains undergo a satisfactory eye and ear test by a competant person.

In view of the diversified methods employed by such railways in the making of these tests the Board directs that a conference be held between the various railways subject to its jurisdiction and a uniform code of regulations drawn up governing the testing of hearing and eyesight of employees required to take such tests, these uniform regulations to be filed with the Board for approval within ninety days from the date of this Circular.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

SUPPLEMENT No. 1 TO CIRCULAR No. 63.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, Sept. 21, 1911.

DEAR SIR,—The Board will take up at a sittings to be held at Ottawa on Tuesday, October 3, commencing at ten o'clock in the forenoon, the matter of a uniform code of regulations governing the testing of hearing and eyesight of railway employees required to take such tests.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

SESSIONAL PAPER No. 20c

CIRCULAR No. 64.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, April 3, 1911.

Highway and Railway Crossings.

DEAR SIR,—I am directed to inform you that hereafter where an application is made to the Board by a railway company for the approval of the location of its line under section 159 or for approval of a deviation under section 167, of the Railway Act, the Board will not approve of such location, or deviation, until application has been made for approval of all highway and railway crossings affected thereby.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

AMENDMENT No. 1 TO CIRCULAR No. 64.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, June 5, 1911.

Highway and Railway Crossings.

DEAR SIR,—The requirements of Circular No. 64, dated April 3, 1911, respecting the filing of applications covering all highway and railway crossings before approval of locations or diversions under sections 159 and 167, have been modified to the extent that unopened road allowances are exempted but the applicants must furnish a declaration that the highways shown in their applications cover all those opened or used.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C

CIRCULAR No. 65.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, May 15, 1911.

Files 10170, 10170—1 and 10170—2, Length of Sections to be worked by Section Gangs.

DEAR SIR,—At the Operating Sittings of the Board to be held at its offices, 66 Queen street, Ottawa, Ontario, on Tuesday, June 6, next, commencing at ten o'clock in the afternoon, the Board will take up the question of fixing the length of sections to be worked by section gangs on railways and the minimum number of men to compose such gangs.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 66.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, June 8, 1911.

File 4966, Dump Ash Pans on Locomotives.

DEAR SIR,—You are hereby required to file with the Board within sixty days from the date of this Circular, a statement showing the number, class and weight of each locomotive on your line and whether or not equipped with dump ash pans to avoid the necessity of men going underneath the locomotive.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 67.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, September 6, 1911.

File 9524-Equipment of Snow Ploughs with Automatic Coupler.

DEAR SIR,—I am directed to ask that you furnish me within the next 60 days, a statement showing the number of snow ploughs your company have equipped with automatic coupler on the front end, and the number that are not so equipped, or that are equipped with the old fashioned bar.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 68.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, September 25, 1911.

Automatic Signalling and Interlocking.

DEAR SIR,—A committee composed of the Chief Engineer, the Chief Operating Officer, and Electrical Engineer of the Board recently held a meeting in connection with the question of automatic signalling and interlocking, and I am directed to ask if it is your desire to send individual committees to meet the Board on this question, or whether the different railway companies will form a joint committee to meet the committee of the Board's officers.

As the Board wishes to have this matter gone into promptly I would request that you let me have an early reply.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

SESSIONAL PAPER No. 20c

SUPPLEMENT No. 1 TO CIRCULAR No. 68.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, November 27, 1911.

Automatic Signalling and Interlocking.

Dear Sir,—

DEAR SIR,—The Committee appointed by the Board in connection with automatic signalling and interlocking has decided to hold its first meeting immediately after the regular meeting of the Board, on December 5, next, at the office, Central Station building, Ottawa, Ont., for the purpose of discussing the questions for which the committee was appointed. You are required to be present or represented.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 69.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, October 12, 1911

Re Draw Bridges

DEAR SIR,—I am directed to ask that you file with the Board within thirty days from the date of this Circular a list showing the location of all draw bridges on your line of railway and the manner of protection provided for such draw bridges.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 70.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, November 2, 1911.

File 4214-200, Express Delivery Limits at Points East of Port Arthur, Ont.

DEAR SIR,—The express collection and delivery limits in cities, towns and villages, were fixed by Order of the Board No. 13357 at the municipal boundaries, but this was merely a provisional measure and leave was reserved to the companies to apply to the Board for the establishment of reasonable collection and delivery zones in cities, towns and villages (if any) where for any special reasons it might be unreasonable to require collection and delivery services to be made throughout the entire area thereof. Applications have been made in regard to these limits at various points, and these have either been settled by conference between the municipal authorities and the express companies, or, failing such agreement, have been settled by the Board. The Express Companies concerned will take up the matter of collection and delivery limits with you, and if you and the representative or representatives of the express company or companies are unable to agree as to what are reasonable limits the matter will then be dealt with by an officer of the Board.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 71.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, November 11, 1911.

File 18596.

DEAR SIR,—At the sittings of the Board to be held at Ottawa on Tuesday, November 21, the Board will require railway companies to show cause why a regulation should not be made that in transferring to a second carrier unprepaid joint freight traffic they should show that carrier how their charges are made up; the second, or delivering, carrier to show the information in its advice note to the consignee.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C

AMENDMENT No. 1 TO CIRCULAR No. 71.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, November 14, 1911.

File 18596.

DEAR SIR,—Referring to Circular No. 71, of November 11, advising that the Board would on Tuesday, November 21, at the sittings to be held at Ottawa, require railway companies to show cause why a regulation should not be made that in transferring to a second carrier unprepaid joint freight traffic they should show that carrier how their charges are made up, etc.

The Board has decided to postpone the hearing of this matter until the traffic sittings to be held at Ottawa, Tuesday, December 19, 1911.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 72.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, November 24, 1911.

Car Supply.

DEAR SIR,—At the Operating Sittings of the Board, to be held at Ottawa on Tuesday, December 5, the Board will consider the matter of requiring all railway companies under its jurisdiction to provide at all stations a car order book, in which a record must be kept, showing particulars of all cars ordered and allotted, also the advisability of requiring all orders for cars to be made in person by shippers or their agents, by mail, or by telegram, giving particulars of cars required to the agent in charge of the station from which shipment is to be made.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

SESSIONAL PAPER No. 20c

CIRCULAR No. 73.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, December 20, 1911.

Fenders or Wheel Guards.

DEAR SIR,—I am directed to ask that all electric railways subject to the Board's jurisdiction file, within sixty days from the date of this circular, plans showing the system of fenders or wheel guards in use on their equipment.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 74.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, December 20, 1911

File 1750, Part 5, re *Snow Ploughs.*

DEAR SIR,—I am directed to advise that at the operating sittings of the Board to be held in Ottawa on the first Tuesday in February, 1912, all railway companies subject to its jurisdiction will be asked to show why they should not be directed to equip their snow ploughs in which men are required to ride for the purpose of operating snow ploughs with:

1. Direct connection between the plough and the steam whistle of the locomotive so that the man in charge of the plough can give proper whistle signals for railway crossings, stations, &c.

2. That they shall also equip each plough as aforesaid with air gauge and air controlling valve, also proper air connections between plough and locomotive to enable man in charge to control the air brake which he can apply in all cases of emergency.

3. That snow ploughs that are run as push ploughs not fitted with cupolas, and having no men in charge, shall be fitted with air pipe connections between ploughs and locomotive, so that in case of accident where plough is derailed and air connections broken, air will immediately apply automatically.

4. That all snow ploughs be equipped with automatic couplers.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary.

CIRCULAR No. 75.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, December 28, 1911.

File 4966. Dump Ash Pans and other Appliances on Locomotive Engines.

At the Operating Sittings of the Board to be held in Ottawa on Tuesday, February 6, 1912, commencing at ten o'clock in the forenoon, the Board will consider the matter of requiring all railway companies subject to its jurisdiction to equip their locomotive engines with dump ash pans, or other appliance, to avoid the necessity of enginemen or others going underneath to clean the same.

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 76.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, January 16, 1912.

File 16513. Inspection and Testing of Locomotive Boilers and Appurtenances.

I am directed by the Board to adivse you that on American-built locomotives running in international service between the United States and Canada it will not be necessary to post in the cabs of such engines the certificate required under Clause 47 of Order of the Board No. 14115, dated July 14, 1911, provided that the certificate required by the Interstate Commerce Commission or the Public Service Commission of New York is posted in the cabs of such engines.

I am also directed to advise you that so far as American-built locomotives moving on said international service are concerned, the form used for reporting to the Interstate Commerce Commission or the Public Service Commission of New York on inspection of engines may be used for reporting to the Board of Railway Commissioners for Canada as required by clause 46 of said Order No. 14115.

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 77.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, January 17, 1912.

File 7179. Re Folders.

By circular letter, dated March 31, 1908, all railway companies subject to the jurisdiction of the Board were requested to file, and continue to file, with the Chief Traffic Officer of the Board, their current time tables, or "folders", printed for public use.

By Order No. 5954, dated December 21, 1908 the railway companies were required to file with the Board, and to keep on file for public reference as prescribed by section 339 of the Railway Act, tables of distances between all their stations.

As the first request is being disregarded by a majority of the companies, the Board assumes that the Order was incorrectly understoood to supersede the circular. The companies are now requested to file their current folders with the Chief Traffic Officer; and by placing his name on their mailing lists, to ensure that he receives those issued hereafter.

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 78.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, January 18, 1912.

File 9000, Case 494. Equipment of freight vans with coupler operating levers and the cupolas or cabooses with air gauge and air controlling valves. Order No. 8145 date 14th September, 1909.

You are hereby notified that the Board will, at its operating sittings at Ottawa, Tuesday, February 6, 1912, consider the amending of said Order No. 8145 as follows:

"AND IT IS FURTHER ORDERED that every such railway company shall not run any train which is not equipped with air brake connection between the conductor's van, or van on rear end of train, and the locomotive engineer.

points in Canada (where such have not already been published and filed) less than the combination of the local rates of the several companies to and from the junction point or points; also to state their views as to the extent to which the said local rates might be reduced on joint traffic.

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 81.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, February 12, 1912.

Files 9079 and 18767 Lighting of Main Line Switches.

I am directed by the Board to call the attention of railway companies subject to its jurisdiction to the fact that on a number of lines where trains are run at night main line switches are not being lighted; also to point out that the rules require night signals to be displayed from sunset to sunrise, and that when weather or other conditions obscure day signals, night signals must be used in addition.

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 82.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, February 16, 1912.

File 18755. Freight Rates in Western Canada.

Referring to Board's notice of February 9, 1912, that at the sittings of the Board to be held at Calgary, March 14, Edmonton, March 18, Regina, March 22, and Winnipeg, March 25, the matter of rates for the carriage of freight traffic upon railway lines operating in Canada west of Port Arthur, Ont., would be considered.

I am now directed to advise you that the said notice is cancelled and that Board will not take up this matter at said sittings.

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 83.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, February 23, 1912.

File 1750-17, Examination Papers for Railway Employees.

I am directed by the Board to call the attention of your company to the fact that it has not complied with subsection E of section 6 of Order of the Board No. 12225, dated November 9, 1910, as follows:—

"Railway Companies shall (within ninety days from the date of this Order) file with the Board a copy of each examination paper for the examinations herein required to be passed by the employees of such railway company."

Your company is, therefore, directed to comply wtih the requirements of said subsection E and file at once with the Board a copy of examination papers referred to.

A. D. CARTWRIGHT,
Secretary, B.R.C

Where cars are handled in trains which are not equipped with air brakes but fitted with straight air pipe, no two such cars shall be placed together in any part of the train.

"AND IT IS FURTHER ORDERED that every such railway company shall be liable to a penalty, of a sum not exceeding twenty-five dollars, for every failure to comply with the foregoing regulations within the time for their coming into force and thereafter."

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 79.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, February 12, 1912.

File 17171. Fenders and Wheel Guards on Electric Railway Equipment.

I am directed by the Board to advise you that at the sittings to be held in Ottawa, on Tuesday, March 5, 1912, at ten o'clock in the forenoon, the Board will consider the matter or requiring all electric railway companies subject to its jurisdiction to equip their cars with automatic fenders and with wheel guards.

A. D. CARTWRIGHT,
Secretary, B.R.C.

SUPPLEMENT No. 1 TO CIRCULAR No. 79.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, February 27, 1912.

File 18973. Fenders and Wheel Guards on Electric Railway Equipment.

Referring to my circular notice of February 12, last, advising that at the sittings to be held at Ottawa, on Tuesday, March 5, 1912, the Board would consider the matter of requiring all electric railway companies subject to its jurisdiction to equip their cars with automatic fenders and with wheel guards.

I am now directed to state that this matter has been withdrawn from the hearing and Circular No. 79 is hereby cancelled.

I am further directed to ask that all electric railway companies under the Board's jurisdiction file with the Board blue print plans of all fenders, pilots, &c., used on their electric cars or motors.

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 80.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, February 12, 1912.

In the matter of Section 333 of the Railway Act.

You are hereby notified that at the sittings of the Board to be held at Ottawa, Central Station Building, on Tuesday, April 16, next, railway companies within the legislative authority of the Parliament of Canada will be required to show cause why an Order should not issue calling for the publication and filing of joint tariffs between

CIRCULAR No. 84.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, February 27, 1912.

File 16954, re Eastern Town Tariffs.

You are hereby notified that at the traffic sittings of the Board to be held at Ottawa, on Tuesday, April 16, at the Board's offices, Central Station Building, commencing at ten o'clock in the forenoon, railway companies subject to the jurisdiction of the Board will be required to show cause why the existing discrimination between localities with reference to their "town tariffs" should not be removed, as far as possible, by widening the scope of their application.

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 85.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, March 5, 1912.

Cancelling all previous Circulars issued.

File 6623, Equipment Returns.

Referring to Supplement No. 2 to Circular No. 13a, dated September 18, 1908, *re* equipment returns, all railway companies subject to the Board's jurisdiction are hereby required to comply with the requirements of said Circular 13a without delay, and all reports, half yearly and monthly, are to be sent direct to Mr. A. J. Nixon, Chief Operating Officer of the Board.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 86.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, March 8, 1912.

File 10071-2, General Inquiry into Telegraph Tolls.

Referring to my formal notice of February 14, advising that the Board would take up the matter of general inquiry into the tariffs of tolls of telegraph companies and the settlement of proper forms for telegraph companies to use, at the sittings to be held at Winnipeg on March 25.

I now beg to inform you that this matter will not come up at Winnipeg on date in question and my notice is hereby withdrawn.

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 87.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, May 14, 1912.

Re Embargoes.

The Board desires that all railway companies subject to its jurisdiction show cause at the Traffic Sittings of the Board to be held at Ottawa, June 18, 1912, why an Order should not go prohibiting any railway company from issuing an embargo against any traffic for a period longer than four days without first giving the Board at least 10 days' previous notice of its intention to issue such embargo, and the reason why such embargo is to be issued.

By Order,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 88.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, May 29, 1912.

File 16513, Part 3, Locomotive Engines in International Traffic.

In view of the requirements of the Interstate Commerce Commission as regards the handling and care of locomotive boilers being uniform with requirements of the Board of Railway Commissioners for Canada, it has been decided that the following be the reqirements of this Board regarding United States engines running in international service:—

1. That the condition of the locomotive be such as to permit its operation under the boiler inspection rules approved by the Board of Railway Commissioners for Canada.

2. That a copy of form No. 1, or form No. 2, as required by the Interstate Commerce Commission rules and regulations, properly filled out, be placed under glass in the cab of the locomotive.

3. That not less than once each month, and within ten days after each inspection a report on inspection form No. 1 be filed with the Chief Operating Officer of the Board of Railway Commissioners for Canada.

4. That a specification card, as called for by the rules and regulations of the Interstate Commerce Commission, be filed wtih the Chief Operating Officer of the Board of Railway Commissioners for Canada.

5. That on withdrawal of a locomotive from operation in Canada, a notification card be sent to the Chief Ooperating Officer of the Board of Railway Commissioners for Canada; such notification card not to relieve the railway company from making inspection tests, &c., and filing reports covering the period during which such engine operates in Canada.

6. That monthly and annual reports which are filed with the Chief Operating Officer of the Board of Railway Commissioners for Canada be on forms as required by the United States locomotive boiler inspection rules, or forms required by the Board of Railway Commissioners for Canada.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary, B.R.C.

SESSIONAL PAPER No. 20c

CIRCULAR No. 89.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, June 11, 1912.

File 18855, Heated Car Service.

I am directed to inform you that at the sittings of the Board to be held at Ottawa, on Tuesday, July 2, commencing at ten o'clock in the forenoon, railway companies subject to the Board's jurisdiction will be required to show cause why a General Order should not issue requiring railway companies to furnish a heated car service.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 90.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, June 11, 1912.

File 18727, Heating of Passenger Cars.

You are hereby requested to prepare and forward to the Board within sixty days of the receipt of this circular, a statement shewing the number of passenger cars on your system heated by stoves and to what service assigned.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 91.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, June 20, 1912.

Signals at Highway Crossings. File 19837.

It has been brought to the Board's attention that section 274 of the Railway Act, quoted herewith, is not in every instance being complied with by enginemen.

Section 274.—"When any train is approaching a highway crossing at rail level the engine whistle shall be sounded at least eighty rods before reaching such crossing, and the bell shall be rung continuously from the time of the sounding of the whistle until the engine has crossed such highway.

(2) This section shall not apply to trains approaching such crossing within the limits of cities or towns where municipal by-laws are in force prohibiting such sounding of the whistle and ringing of the bell."

Non-compliance with the above mentioned section of the Act is a serious matter, and unless action is taken by your company to insure the law being complied with, the Board will be compelled to take action under section 391 of the Act reading as follows:

Section 391.—"The Company shall incur a penalty of eight dollars if, when any train of the company is approaching a highway crossing at rail level,—

(*a*) the engine whistle is not sounded at least eighty rods before reaching such crossing; and

(*b*) the bell is not rung continuously from the time of the sounding of the whistle until the engine has crossed the highway.

(2) The company shall also be liable for all damage sustained by any person by reason of any failure or neglect to sound the whistle or ring the bell.

(3) This section shall not apply to trains approaching such crossings within the limits of cities or towns where municipal by-laws are in force prohibiting such sounding of the whistle and ringing of the bell."

By Order of the Board,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 92.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, October 2, 1912.

File 20550. Re Motor Cars.

I am directed to ask that you advise me within thirty (30) days from the date of this circular, how many motor cars your company has in use, showing the weight and speed of each car.

Yours truly,

A. D. CARTWRIGHT,
Secretary, B.R.C.

CIRCULAR No. 93.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

OTTAWA, October 16, 1912.

File 29.1... Bridge Work.

I am directed to inform you that in all cases of bridge work over water in which there might be the slightest doubt as it is being navigable or not, the railway companies must, in addition to the papers now forwarded in support of their applications, furnish the Board with evidence showing that the question of the navigability of the water has been, in the first instance, taken up with the Department of Public Works, and, secondly, that, if the Department deems the waters to be navigable, the structure is satisfactory to that Department.

By Order of the Board,

A. D. CARTWRIGHT,
Secretary, B.R.C.

APPENDIX G.

PERMANENT staff of the Board of Railway Commissioners for Canada, for the year ending March 31, 1912.

TRAFFIC DEPARTMENT.

Name.	Occupation.	Appointment.	Amount.
			$ cts.
James Hardwell	Traffic expert	June 22,1904	4,500 00
G. A. Brown	Chief clerk	Oct. 3, 1904	2,100 00
C. R. McManus	Clerk	Sept. 1, 1904	1,250 00
C. C. Routhier	"	Aug. 14, 1906	1,150 00
H. W. Messinger	"	July 8, 1904	1,050 00
J. S. Allen	"	May 6, 1907	1,050 00
G. T. Riddell	"	" 1, 1905	1,000 00
F. Lalonde	"	" 6, 1907	1,050 00
J. R. Usher	"	" 6, 1907	900 00
W. C. R. Wainwright	"	Apr. 27, 1909	900 00
C. M. B. Chapman	"	" 11, 1907	850 00
R. Harvey	"	Oct. 6, 1911	800 00
L. L. Brethour	"	Dec. 2, 1911	800 00

ENGINEERING DEPARTMENT.

G. A. Mountain	Chief engineer	June 30, 1904	4,900 00
T. L. Simmons	Assistant engineer	Oct. 3, 1904	2,700 00
H. A. K. Drury	"	June 25, 1906	3,000 00
A. A. Belanger	"	" 6, 1910	2,600 00
A. T. Kerr	"	Aug. 1, 1911	2,800 00
J. R. Foulds	Clerk	Oct. 14, 1906	950 00
N. McDonald, Miss	Stenographer	June 17, 1910	800 00

RECORD DEPARTMENT.

J. W. Thompson	Chief Clerk	Sept. 1, 1904	1,250 00
C. S. Huband	Acting record officer	May 1, 1905	1,200 00
W. A. Jamieson	Clerk	Aug. 14, 1906	950 00
J. E. Martin	"	May 6, 1907	900 00
D. I. Langelier	"	July 20, 1904	900 00
F. R. Demers	Statistical Clerk	Aug. 14, 1905	850 00
D. H. Chambers	Clerk	July 1, 1910	850 00
N. B. Lyon	"	May 11, 191	800 00

SECRETARY'S DEPARTMENT.

E. A. Primeau	Assistant secretary	May 7, 1907	2,600 00
A. E. Ecclestone	Chief clerk	Aug. 14, 1906	1,400 00
A. Lapointe	Chief clerk and accountant	May 6, 1907	950 00
J. B. Arbick	Clerk	Dec. 23, 1904	900 00
A. Larocque	Clerk and stenographer	" 31, 1908	850 00
T. H. Casey	"	Aug. 10, 1909	800 00
R. J. White	"	June 29, 1910	750 00
R. W. Empey	"	July 15, 1911	700 00
E. A. H. Barber, Miss	Stenographer	May 8, 1907	750 00
M. Vaughan, Miss	"	" 11, 1911	600 00
M. Bliss, Miss	"	" 29, 1911	600 00
A. M. Turcot, Miss	Assistant secretary's stenographer	" 29, 1911	600 00

*Resigned October 1, 1911. †Including $300 living allowance.
‡Including $150 living allowance.

OPERATING DEPARTMENT.

Name.	Occupation.	Appointment.	Amount.
			$ cts.
A. J. Nixon	Chief operating officer	Oct. 1, 1909.	3,700 00
E. C. Lalonde	Asst. chief operating officer	July 20, 1904.	2,200 00
Jas. Ogilvie	"	May 4, 1907.	2,200 00
M. J. McCaul	Inspector	" 6, 1907.	2,200 00
J. Clarke	"	" 6, 1907.	1,900 00
W. S. Blyth	"	" 6, 1907.	2,200 00
A. F. Dillinger	Asst chief operating officer	Apr. 6, 1907.	2,000 00
J. H. Shinnick	Inspector	Dec. 31, 1909.	1,600 00
A. Poulin	"	July 28, 1911.	1,200 00
H. H. Ward	Clerk	Feb. 11, 1911.	1,000 00
N. F. O'Connor	Clerk and stenographer	Dec. 22, 1909.	750 00
G. M. O'Connor, Miss	Stenographer	" 31, 1908.	700 00

LAW DEPARTMENT.

A. G. Blair	Law clerk	July 20, 1904,	2,600 00
R. Larose, Miss	Stenographer and librarian	May 1, 1905.	850 00

PRIVATE SECRETARY TO CHIEF COMMISSIONER.

R. Richardson		May 1, 1905.	2,100 00

STENOGRAPHERS.

L. J. Lewis, Miss		May 7, 1904.	800 00
E. M. Cameron, Miss		July 20, 1904.	800 00
N. Casey, Miss		Dec. 31, 1908.	800 00
M. Hache, Miss		" 31, 1907.	700 00
M. G. Ross, Miss		Sept. 11, 1909.	900 00

STOREKEEPER AND COURT USHER.

T. Chandler		May 15, 1904	900 00

MESSENGERS.

T. D. Latour	Messenger	Dec. 21, 1907.	700 00
M. A. Wallace	"	May 29, 1911.	650 00
E. S. Barbeau	"	Sept. 11, 1909.	650 00

CAR "ACADIA."

Wm. Pile	Cook	Aug. 1, 1910.	900 00

Resigned April 8, 1911. Including $300 living allowances.
Resigned February 1st, 1912.

INDEX TO GENERAL ORDERS AND CIRCULARS OF THE BOARD FROM ITS INCEPTION TO DATE, UNDER THEIR SUBJECTS.

Subject.	Page
Accidents at highway crossings	649
Accident investigations	616
Accident reports declared privileged	471–485
Accidents to railway employees	611
Agents book	619
Air bell ringers on locomotives	559
Air gauges, air controlling valves in cupolas of cabooses	538
Ash pans on locomotives	473–586–601
Automatic coupler, equipment of snow ploughs with	652
Automatic signalling and interlocking	652–653
Baggage, handling of by train crew	604
Bill of lading, uniform	510–553
Bill of lading, approval of form in use in United States	635
Bridges at highway crossings, reports of	568
Bridges and viaducts, standard specifications for	552
Bridge work	662
By-laws, Rules and Regulations, filing of	641
Car doors, allowances for lumber for	545
Carload freight, inspection of by railways	634
Car supply	654
Cartage contracts of railways	579
Car Service Rules	467
Cattle-guards	623
Cattle-guards on railways	509
Change in destination of carload freight in transit, charge for	503
Cost of accidents	622
Coupler operating levers, equipment of freight vans with; air gauges and air controlling valves, equipment of cupolas of cabooses with	538–656
Damper slides and other fire protective appliance or appliances used on locomotives	473–586
Dead plates on locomotives	473–586
Defective railway equipment and appliances	609
Delay in filing answers to applications and complaints	630
Disinfecting of railway coaches and premises	503
Distance tables, tariffs showing, to be filed	492
Draw bridges	653
Dump ash pans, equipment of locomotive engines with	583–652–655
Electric bells, testing of	485–490–498–562–601–640
Electric headlights on locomotive engines	614
Emergency tools, equipment of passenger cars with	556–636
Embargoes	660
Equipment reports	636
Equipment and accident inspection	621
Equipment returns	610–611–659
Examination of passengers on trains bound for the United States	633
Examination papers of railway employees	658
Explosives, regulations for carriage of	521
Express delivery limits at points east of Port Arthur, Ont	653
Express tariffs	608
Farm crossings, standard regulations regarding	550
Fences, gates, and cattle-guards	623
Fencing of right-of-way	509–623
Fenders on wheel guards of electric cars	655–657
Fire extinguishers in passenger cars	471–479–504
Fire extinguishers, reports of	620
Fire guards	583–585–586
Fireproof cars	603

Subject.	Page
Fires and noxious weeds upon railway lands	636
Flag stations	549
Flag stations, release of responsibility on freight for	497
Folders, approval time table for	656
Forms of contract in use by railway companies in freight and passenger service	649
Freight cars in through main line passenger trains, not to be handled unless equipped with air brake, steel tired wheels and special trucks	490
Hand brakes on electric cars	551
Hearing and eye sight of railway employees, testing of	591–650
Heated cars for the carriage of perishables	581–661
Heating of passenger cars	661
Highway crossings, return of, at which an accident happened subsequent to January 1, 1900	507
Highway and railway crossings	651
Inflammable material, removal of from right-of-way	586
Inspection of locomotives	473
Interchange points between railways	553
Interswitching Order, General	480–561–635–646
Joint tariffs, filing and publication of	657
Junction or connecting points between railways	478
Length of sections to be worked by section gangs	651
Level crossings	640
Level crossings protection and grade elimination	632
Lighting of railway cars	488–493–559–580–611–612–623
Lignite coal, burning of on locomotive engines	479
Local port to port traffic	648–649
Locations, plans, filing of	641
Locomotive engines in international traffic	660
Locomotives, reports of	582
Locomotive boilers, inspection, testing, and washing of	563–569–586–642–656
Long material and stone, loaded on flat and open cars	518
Mail cranes, distance from track	486–561–616
Main line switches, lighting of	658
Motor cars	662
Netting mesh on locomotives	473–586
Non-platform cars, equipment of with proper operating lever for uncoupling cars	493
Opening for traffic of railway lines	621
Operating rules	608
Operating rules of electric railways	650
Over-flow pipes in front and back part of ash pans	546
Over-flow pipes on locomotives	473
Passenger traffic, special or excursion	554
Pipe crossings, standard regulations regarding	565–567
Planking at highway crossings, removal of	497–538
Power brakes on electric cars	551
Protection of railway employees	491
Public highway crossings	509
Railway accidents, injury by fire	600
Railway bridges, height of	634–640
Railway employees, qualifications of	601
Railway employees, protection of	557–637
Railway equipment, statements of	609
Railway statistics	605–607
Release covering carriage of silver and other valuable ores	505
Resolution of Dominion Legislative Board of the International Brotherhood of Locomotive Engineers	637
Resuscitation from apparent death from electric shock	630
Rules and regulations of the Board	621–622
Safety signals on locomotive engines	482
Sanding appliances on electric cars	551
Signals at highways crossings	661
Sleeping, parlour, and chair car tariffs	496–502
Smoke regulations	486
Snow cleaning devices, removal of from locomotives	559
Snow ploughs, operation and equipment of	585

SESSIONAL PAPER No. 20c

Subject.	Page
Snow ploughs, regulations and equipment of	655
Stakes for fastenings, allowances in weight for, on flat or other cars	564
Stations, buildings and safety appliances, inspection of	634
Station location plans, filing and service of	641
Statistics of railways	475
Steel tired wheels on tender trucks of locomotives	498–499–520–590
Steps and hand grabs	602
Storage charges for baggage	635
Switch stands and other obstructions, location of	631
Symbols indicating changes in freight, passenger and express tariffs	590
Tariff concurrences	484 547
Telegraph tolls	500
Telegraph tolls, general inquiry into	659
Tell tales at each side of tunnels, snowsheds, and other structures	554–627
Tires on locomotive engines, inspection of	615
Town tariffs	659
Track scale weights, allowances from	579
Train and interlocking rules, general	578
Trainmen, regulations *re*	617
Trainmen's Association Memorial	491–557
Transportation for members of the Board's staff	617
Uniform code of operating rules	518
Unprepaid joint freight traffic	654
Water stand pipes	565
Weighing of carload traffic	579
Weighing of coal at port on entry	506–516
Western rates case	580–582–658
Wires crossing railways, rules for	539–552–568–597
Wooden trestles, protection of, from fire	472–478–482–555–614
Works proceeded with by railways without authority under the Railway Act	620

INDEX TO CIRCULARS OF THE BOARD FROM ITS INCEPTION TO DATE.

BY NUMBERS.

Circular.	Date.	Subject.	Page.
No. 1	Mar. 18, 1907	Telephone wire crossings over Dominion railways	597
No. 2	April 19, 1907	Railway accidents, injury by fire	600
No. 3	May 3, 1907	Qualifications of railway employees	601
No. 4	June 6, 1907	Electric bells at highway crossings	601
No. 5	June 11, 1907	Ash-pan, ash-pits, etc	601
No. 6	June 11, 1907	Steps and hand grabs	602
No. 7	June 11, 1907	Fire proof cars	603
No. 8	July 5, 1907	Handling of baggage by train crews	604
No. 9	July 9, 1907	Railway statistics	605
No. 10	July 11, 1907	Express traffic	607
No. 11	July 24, 1907	Operating rules	608
No. 12	Oct. 8, 1907	Defective railway equipment and appliances	609
No. 13	Mar. 27, 1907	Railway equipment, statements of	609
No. 13.A	Dec. 20, 1907	Railway equipment returns, monthly statements	610
No. 14	Jan. 13, 1908	Accidents to railway employees	611
No. 15	Oct. 12, 1907	Lighting of railway cars	611
No. 16	Feb. 25, 1908	Electric head-lights on locomotive engines	614
No. 17	April 24, 1908	Wooden trestles for bridges, protection of, from fire	614
No. 18	May 7, 1908	Tires on locomotive engines, inspection of	615
No. 19	May 19, 1908	Fusible plugs for prevention of boiler explosions	615
No. 20	June 5, 1908	Accident investigations	616
No. 21	July 21, 1908	Mail cranes	616
No. 22	Aug. 5, 1908	Transportation for members of the Board's staff	617
No. 23	Sept. 16, 1908	Regulations *re* train men	617
No. 24	Oct. 12, 1908	*Re* agents' book	619

INDEX TO CIRCULARS OF THE BOARD FROM ITS INCEPTION TO DATE.

Continued.

Circular.	Date.	Subject.	Page.
No. 25	Oct. 20, 1908	Fire extinguishers, report of cars equipped with	620
No. 26	Oct. 31, 1908	Works proceeded with by railways prior to compliance with Railway Act	620
No. 27	Oct. 31, 1908	Opening of railway lines for traffic	621
No. 28	Nov. 13, 1908	Equipment and accident inspection	621
No. 29	Dec. 16, 1908	Rules and Regulations of Board, compliance with	621
No. 30	Dec. 22, 1908	Rules and Regulations of Board	622
No. 31	Feb. 22, 1909	Accidents, cost of	622
No. 32	Mar. 8, 1909	Main line switches, accidents from being left open	622
No. 33	Mar. 29, 1909	Lighting of railway cars	623
No. 34	Mar. 25, 1909	Cattle guards, highway crossings, and fencing of rights of way	623
No. 35	Mar. 29, 1909	Telegraph tolls	627
No. 36	Mar. 24, 1909	Applications and complaints, delays in filling answers to	630
No. 37	May 3, 1909	Resuscitation from apparent death from electric shock	630
No. 38	June 3, 1909	Switch stands and other obstructions, location of	631
No. 39	July 15, 1909	Level crossing protection and grade elimination	632
No. 40	Sept. 15, 1909	Examination of passengers on trains bound for the United States	633
No. 41	Nov. 6, 1909	Inspection of station buildings and safety appliances	634
No. 42	Dec. 13, 1909	Railway bridges, height of	634
No. 43	Dec. 15, 1909	Carload freight inspection of, by railways	634
No. 44	Jan. 1, 1910	Storage charges for baggage	635
No. 45	Jan. 21, 1910	*Re* interswitching	635
No. 46	April 5, 1910	Approval of United States bill of lading	635
No. 47	April 21, 1910	Equipment reports	636
No. 48		Emergency tools for passenger equipment	636
No. 49	Aug. 15, 1910	Fires and noxious weeds upon railway lands	636
No. 50	Aug. 23, 1910	Resolution of Dominion Legislative Board of International Brotherhood of Locomotive Engineers	637
No. 51	Sept. 14, 1910	Height of railway bridges	640
No. 52	Aug. 31, 1910	Level crossings	640
No. 53	Sept. 1, 1910	Electric bells at highway crossings	640
No. 54	Nov. 10, 1910	Filing location plans Section 159	641
No. 55	Dec. 7, 1910	Section 258. S.S. 2, Station location plans	641
No. 56	Dec. 10, 1910	By-laws, Rules and Regulations	641
No. 57	Dec. 22, 1910	Inspecting of railway locomotive steam boilers	642
No. 58	Dec. 23, 1910	General Interswitching Order No. 4988	646
No. 59	Feb. 15, 1911	Local port to port traffic	648
No. 60	March 7, 1911	Reports of accidents at highway crossings, Sec. 292 of the Railway Act	649
No. 61	Feb. 24, 1911	Forms of contract in use by railway companies in freight and passenger service	649
No. 62	Mar. 9, 1911	Operating rules of electric railways	650
No. 63	Mar. 16, 1911	Eye and ear tests for railway employees	650
No. 64	April 3, 1911	Highway and railway crossings	651
No. 65	May 15, 1911	Length of sections to be worked by section gangs	651
No. 66	June 8, 1911	Dump ash pans on locomotives	652
No. 67	Sept. 6, 1911	Equipment of snow ploughs with automatic coupler	652
No. 68	Sept. 25, 1911	Automatic signalling and interlocking	652
No. 69	Oct. 12, 1911	Draw bridges	653
No. 70	Nov. 2, 1911	Express delivery limits at points east of Port Arthur, Ont.	653
No. 71	Nov. 11, 1911	Unprepaid joint freight traffic	654
No. 72	Nov. 24, 1911	Car supply	654
No. 73	Dec. 20, 1911	Fenders or wheel guards on electric cars	655
No. 74	Dec. 20, 1911	*Re* snow ploughs	655
No. 75	Dec. 28, 1911	Dump ash pans and other appliances on locomotive engines	655
No. 76	Jan. 16, 1911	Inspection and testing of locomotive boilers and appurtenances	656
No. 77	Jan. 17, 1912	*Re* folders	656
No. 78	Jan. 18, 1912	Coupler operating levers, equipment of freight vans with; air guage and air controlling valves, equipment of cupolas of cabooses with	656
No. 79	Feb. 12, 1912	Fenders and wheel guards on electric railway equipment	657
No. 80	Feb. 12, 1912	Joint tariffs, filing and publication of	657
No. 81	Feb. 12, 1912	Main line switches, lighting of	658

SESSIONAL PAPER No. 20c

INDEX TO CIRCULARS OF THE BOARD FROM ITS INCEPTION TO DATE.

Concluded.

Circular.	Date.	Subject.	Page.
No. 82	Feb. 16, 1912	Freight rates in Western Canada	658
No. 83	Feb. 23, 1912	Examination papers of railway employees	658
No. 84	Feb. 27, 1912	Eastern town tariffs	659
No. 85	Mar. 5, 1912	Equipment returns	659
No. 86	Mar. 8, 1912	Telegraph tolls, general inquiry into	659
No. 87	May 14, 1912	Embargoes	660
No. 88	May 29, 1912	Locomotive engines in international traffic	660
No. 89	June 11, 1912	Heated car service	661
No. 90	June 11, 1912	Heating of passenger cars	661
No. 91	June 20, 1912	Signals at highway crossings	661
No. 92	Oct. 2, 1912	Motor cars	662
No. 93	Oct. 16, 1912	Bridge work	662

INDEX TO GENERAL ORDERS ISSUED BY THE BOARD FROM ITS INCEPTION.

BY NUMBERS.

General Order.	Date.	Subject.	Page.
No. 1	Jan. 25, 1906	Car service rules	467
No. 2	Nov. 29, 1906	Accident reports, declared privileged	470
No. 3	July 3, 1907	Fire extinguishers in passengers cars	471
No. 4	July 3, 1907	Wooden trestles, protection of	472
No. 5	July 4, 1907	Netting mesh, ash pans, and dampers on locomotives	473
		Inspection of locomotives	473
		Burning lignite coal	473
		Ploughing fireguards	473
		Removal of inflammable material	473
No. 6	July 6, 1907	Statements of revenue, disbursements, traffic, mileage, train mileage, &c	476
No. 7	July 4, 1907	Connections, junction points, joint freight tariffs	478
No. 8	Aug. 13, 1907	Watchmen on wooden trestles	479
No. 9	Aug. 14, 1907	Burning lignite coal	479
No. 10	May 5, 1908	Fire extinguishers in passenger coaches	480
No. 11	July 8, 1908	General interswitching	482
No. 12	Mar. 10, 1908	Signals, safety	482
No. 13	July 30, 1908	Wooden trestles, protection of	482
No. 14	July 30, 1908	Tariff concurrences	484
No. 15	Oct. 15, 1908	Accident reports, declared privileged	485
No. 16	Nov. 3, 1908	Electric bells, testing of	485
No. 17	Nov. 20, 1908	Mail cranes	486
No. 18	Nov. 25, 1908	Smoke nuisance and regulations	486
No. 19	Nov. 17, 1908	Lighting of railway care	488
No. 20	Nov. 25, 1908	Freight cars in through main line passenger trains, air brakes, steel tired wheels, and special trucks	490
No. 21	Dec. 3, 1908	Electric bells, testing of	490
No. 22	Dec. 16, 1908	Trainmen's Ass'n petition, protection of employees	491
No. 23	Dec. 21, 1908	Distances between railway stations	492
No. 24	Dec. 25, 1908	Operating levers for uncoupling non-platform cars	493
No. 25	Jan. 25, 1909	Lighting of passenger coaches	493
No. 26	Feb. 8, 1909	Filing of sleeping car, parlor car, and chair car tariffs	496
No. 27	Feb. 8, 1909	Flag station freight, release of responsibility for	497
No. 28	Feb. 10, 1909	Planking at highways and farm crossings, removal of	497
No. 29	Mar. 2, 1909	Electric bells, testing of	498
No. 30	Mar. 8, 1908	Tender trucks of locomotive engines, to be equipped with steel tired wheels	498

INDEX TO GENERAL ORDERS ISSUED BY THE BOARD FROM ITS INCEPTION—*Continued.*

General Order.	Date.	Subject.	Page.
No. 31	Mar. 18, 1909	Tender trucks of locomotive engines, to be equipped with steel tired wheels	499
No. 32	Mar. 26, 1909	Telegraph companies' tariffs, filing of	500
No. 33	Mar. 29, 1909	Sleeping and parlor car tariffs, filing of	502
No. 34	Apr. 16, 1909	Changing destination of carload traffic in transit, charge for	503
No. 35	May 7, 1909	Cleaning and disinfecting of Railway cars and premises	503
No. 36	May 4, 1909	Fire extinguishers in passenger cars	504
No. 37	June 3, 1909	Release for carriage of silver and other valuable ores	505
No. 38	May 31, 1909	Weighing of coal at port of entry, etc	506
No. 39	July 8, 1909	Accidents at highway crossings, subsequent to Jan. 1, 1900, return of	507
No. 40	May 4, 1909	Fences, gates and cattle guards at public highway crossings	509
No. 41	July 15, 1909	Uniform bill of lading	510
No. 42	July 12, 1909	Uniform code of operating rules	518
No. 43	July 24, 1909	Loading of lumber, logs and stone on flat and open cars	518
No. 44	July 23, 1909	Steel tired wheels on locomotives	520
No. 45	Aug. 16, 1909	Steel tired wheels on locomotives	520
No. 46	Aug. 27, 1909	Explosives, regulations for the carriage of	521
No. 47	Sept. 17, 1909	Planking at highways and farm crossings, removal of	538
No. 48	Sept. 14, 1909	Coupling operating levers, equipment of freight vans with: air gauges and air controlling valves, equipment of cupolas of cabooses with	538
No. 49	Oct. 7, 1909	Wire crossings, standard conditions and specifications	539
No. 50	Dec. 10, 1909	Car doors, allowances for lumber supplied	544
No. 51	Dec. 15, 1909	*Re* ash pans on locomotives	545
No. 52	Nov. 22, 1909	Weighing of coal at port of entry	546
No. 53	Dec. 11, 1909	Concurrence in joint tariffs	547
No. 54	Jan. 6, 1910	*Re* flag stations	549
No. 55	Jan. 17, 1910	*Re* farm crossings	550
No. 56	May 3, 1910	Air brake equipment on electric railways	551
No. 57	May 17, 1910	*Re* wire crossings	552
No. 58	May 23, 1910	Bridges and viaducts, standard specifications for	552
No. 59	May 17, 1910	Uniform bill of lading	553
No. 60	June 27, 1910	Traffic interchange points	553
No. 61	July 19, 1910	Tell tales at each side of tunnels, snow-sheds, bridges, &c	554
No. 62	Aug. 15, 1910	Excursion and other special passenger traffic, tariffs for	554
No. 63	Aug. 2, 1910	Wooden trestles, protection of	555
No. 64	Nov. 3, 1910	Emergency tools, equipment of cars with	556
No. 65	Nov. 9, 1910	Trainmen's Association Petition, protection of employees	557
No. 66	Nov. 3, 1910	Air bell ringers on locomotives, and removal of snow cleaning devices	559
No. 67	Dec. 9, 1910	Lighting of railway cars	559
No. 68	Feb. 6, 1911	Mail cranes	561
No. 69	Feb. 6, 1911	General interswitching	561
No. 70	Feb. 7, 1911	Electric bells at highway crossings, specifications for	562
No. 71	Feb. 7, 1911	Locomotive boilers, inspection, testing and washing of	563
No. 72	Mar. 27, 1911	Stakes and fastenings of flat and other cars, allowances for	564
No. 73	Mar. 31, 1911	Water stand pipes, position of	565
No. 74	April 19, 1911	Pipe crossings, standard regulations	565
No. 75	May 26, 1911	Pipe crossings, standard regulations	567
No. 76	May 26, 1911	Wire crossings over railways	568
No. 77	May 30, 1911	Accident reports, highway crossings	568
No. 78	July 14, 1911	Locomotive boilers, inspection and testing of	569
No. 79	July 20, 1911	Train and interlocking rules	578
No. 80	July 25, 1911	Track scale weights, allowances from; weighing of carload traffic	579
No. 81	Nov. 15, 1911	Cartage contracts	579
No. 82	Nov. 27, 1911	Lighting of railway cars	580
No. 83	Jan. 8, 1912	Western freight rates	580
No. 84	Jan. 18, 1912	Heated cars for perishable traffic	581
No. 85	Feb. 12, 1912	Locomotive boilers, inspection of	582
No. 86	Feb. 15, 1912	Vancouver Board of Trade rate case	582
No. 87	Feb. 17, 1912	Dump ash pans on locomotives	583
No. 88	Feb. 16, 1912	Fire guards	583
No. 89	Feb. 17, 1912	Snow cleaning devices, equipment of	585
No. 90	April 11, 1912	Fire guards	585

INDEX TO GENERAL ORDERS ISSUED BY THE BOARD FROM ITS INCEPTION—*Concluded.*

General Order.	Date.	Subject.	Page.
No. 91	May 22, 1912	Netting mesh, ash pans, and dampers on locomotives. Inspection of locomotives. Burning lignite coal. Plowing fire guards. Removal of inflammable material	586
No. 92	May 22, 1912	Tender trucks of locomotive engines	590
No. 93	June 27, 1912	Symbols indicating tariff changes	590
No. 94	June 22, 1912	Hearing and eye sight of railway employees, testing of	591

NUMERICAL LIST OF NEW GENERAL ORDER NUMBERS, SHOWING OLD SERIES NUMBER.

General Order Number.	Old Series Order Number.	General Order Number.	Old Series Order Number.
1	906	48	8145
2	2411	49	8392
3	3238	50	8860
4	3239	51	8903
5	3245	52	8982
6	3308	53	8984
7	3309	54	9160
8	3464	55	9325
9	3465	56	10462
10	4685	57	10637
11	4988	58	10717
12	4991	59	10761
13	5103	60	11041
14	5117	61	11267
15	5402	62	11395
16	5568	63	11446
17	5647	64	12206
18	5678	65	12225
19	5690	66	12287
20	5736	67	12542
21	5754	68	12890
22	5888	69	12901
23	5954	70	12915
24	6027	71	12932
25	6190	72	13326
26	6196	73	13363
27	6242	74	13494
28	6255	75	13731
29	6452	76	13732
30	6490	77	13847
31	6535	78	14115
32	6679	79	14271
33	6689	80	14389
34	6901	81	15391
35	6965	82	15543
36	6998	83	15754
37	7164	84	15819
38	7261	85	15947
39	7472	86	15961
40	7473	87	15988
41	7562	88	15995
42	7563	89	16007
43	759	90	16275
44	7747	91	16570
45	7790	92	16575
46	7881	93	16900
47	8137	94	17211

INDEX TO JUDGMENTS SHOWN UNDER APPENDIX 'C'.

Atikokan Iron Company, of Port Arthur, Ont., vs. Canadian Pacific Railway, *re* switching charges on pig-iron 257
Application Grand Trunk Railway to take land near Guelph, Ont..... 300
Application Canadian Pacific Railway *re* location of railway, taking lands and approval of proposed new station at Guelph, Ontario..... 300
Application Grand Trunk Railway to re-arrange team tracks at Guelph, Ont..... 300
Ashdown Hardware Co., Ltd., J. H., Winnipeg, Manitoba, *re* Canadian Car Service Rules..... 356
British Columbia News Co., *re* express rates on magazines and periodicals from Vancouver, B.C..... 285
Bowerman & Cushing Bros., *re* spur Canadian Pacific Railway, City of Saskatoon, Saskatchewan 311
Baxter, E. & B., Township of Bertie, Ontario, vs. Grand Trunk Railway, *re* branch line to stone quarry 321
Brandon, Manitoba, City of, vs. Canadian Pacific Railway and Canadian Northern Railway, *re* transfer track 309
Bridgeburg, Village of, vs. Canadian Pacific Railway and M. C. R. R., *re* street crossing. 329
Canadian Oil Companies, Ltd., vs. Grand Trunk Railway, and Canadian Oil Companies, Ltd., vs. Canadian Pacific Railway, *re* rates on petroleum and its products..... 194
Currie, Rev. H. B., Alberni, B.C., *re* alleged excessive freight rates by Canadian Pacific Railway 230
Canadian Freight Association, *re* proposed local freight tariff on refrigerator cars loaded with perishable freight 233
Cox & Company vs. Canadian Pacific Railway, freight rates on lumber..... 236
Canadian Stove Manufacturing Company, Jencks Machine Co., Ltd., Sherbrooke, P.Q., et al, *re* track scale allowances 262
Colborne Municipal Telephone Association vs. Bell Telephone Company, *re* connection at Goderich, Ontario 289
Canadian Pacific Railway expropriation of land in Municipality of Coquitlam, B.C..... 304
Chinook Coal Company vs. Canadian Pacific Railway *re* spur..... 314
Calgary, Alberta, City of, *re* subway at 4th Street West, Canadian Pacific Railway..... 318
Canadian Pacific Railway, *re* spur to Government House property, Toronto, Ontario.... 322
Chambre de Commerce of the District of Montreal, *re* separation of grades, Grand Trunk Railway 324
Canadian Pacific Railway, *re* road diversion, Township of Eldon, Ont..... 328
Canadian Northern Railway entrance to North Toronto from the east..... 345
Canadian Northern Railway opening for traffic from Hallboro to Beulah, Manitoba.... 348
Davy vs. Niagara, St. Catharines & Toronto Railway Company, and Michigan Central Railway Company, *re* express freight charges on wood pulp from Thorold, Ontario.. 189
Dominion Millers Association, *re* rates on flour to Maritime Provinces from Grand Trunk Railway and Canadian Pacific Railway points..... 191
Dominion Sugar Company, Limited, Wallaceburg, Ontario, vs. Pere Marquette Railway Company, C. W. & L. E. Ry., Canadian Pacific Railway, Grand Trunk Railway, Michigan Central Railway Company, Grand Trunk Pacific Railway and Canadian Northern Railway *re* rates on sugar..... 243
Denman, J. J., Edmonton, Alberta, *re* Canadian Northern Railway refund of switching charges 258
Dorval, Town of, *re* train service from Dorval to Montreal, Que..... 339
Express Rates on Cream to be used for the manufacture of butter..... 268
Express Rates for return of empties..... 278
Express Companies delivery limits 278
Express collection and delivery. Complaint Residents of St. George, Ontario vs. Canadian Express Company 279
Express Receipt Forms 280
Express Traffic Association. Application to withdraw and cancel Section "D" of Classification C. R. C. No. 2..... 281
Edmonton, City of, *re* Electric Railway crossing Edmonton, Yukon & Pacific Railway by subway 320
Eby et al vs. Grand Trunk Railway, *re* station at Kitsum-Kalum, B.C..... 371
Freight Claims Bureau, Winnipeg, Manitoba, vs. Canadian Northern Railway and Canadian Pacific Railway, *re* collection of claims..... 261
Fort Saskatchewan Trail, North Edmonton, Alberta, *re* diversion by Grand Trunk Pacific Railway 330
Galt Horse Show Association vs. Grand Trunk Railway, *re* passenger rates..... 242
G. B. & S. Ry. crossing highway, Township of Ops, Ontario..... 324
Grand Trunk Railway, *re* crossing Stave Bank Road and Centre Road, near Port Credit, Ontario 329
Grand Trunk Railway, *re* Toronto Grade Separation..... 340
G. B. & S. Ry., *re* diversion of highway in Township of Eldon, Ontario..... 327
Grimsby Beach, Ontario, Protection of Grand Trunk Railway Crossing just east of..... 362
Halifax Board of Trade vs. Canadian Express Company, *re* express rates, Halifax to Charlottetown 283
Haight, W. M., Piper Siding, B.C., vs. G. N. R., *re* spur, near Vancouver, B.C..... 313

SESSIONAL PAPER No. 20c

INDEX TO JUDGMENTS SHOWN UNDER APPENDIX "C"—*Continued.*

Highway Crossings, Grand Trunk Pacific Branch Lines Company 315
Humber River Bridge, Toronto, Ontario, Settling terms of Order 323
Height of Cars, Limitation of 357
Highway Crossing, Protection of, Township of Front of Escott 360
Ingersoll Telephone Company & Harrison Telephone Company, Ltd., et al vs. Bell Telephone Company, *re* long distance connection 289
Kipp, Alberta, Residents of, vs. Canadian Pacific Railway, *re* station accommodation 372
Kelly, vs. Grand Trunk Pacific Railway, *re* station location at South Hazelton, B.C. 372
Ledoux Co., Ltd., H. E., *re* carload rating on cigars 185
Lamontagne, Limited, Montreal, P.Q., *re* classification of mixed carloads of trunks, valises and saddlery 186
London Interswitching Case, Canadian Pacific Railway vs. Grand Trunk Railway 258
Lachine, Jacques Cartier & Maisonneuve Railway, *re* street crossings in Montreal, P.Q. 338
Lachine Road Crossing by Grand Trunk Railway at Rockfield, P.Q., Protection of 361
Montreal Milk Shippers' Association, *re* freight rates on milk, shipment of milk in baggage cars 227
Montreal Hay Shippers' Association, *re* increase in rates on hay from Ontario and Quebec points 238
Montreal Board of Trade Transportation Bureau, *re* rates on corn to Maritime Provinces points 253
Manitoba *Free Press*, Winnipeg, *re* express classification on newspapers 286
Manitoba Brewing & Malting Company, vs. Canadian Northern Railway, *re* spur, Winnipeg, Manitoba 310
Morin, K. C., J. M., St. Paul l'Hermite, P.Q., vs. C. N. Q. Ry., *re* highway and station at Bout de l'Ile and Charlemagne, P.Q. 339
Montreal Street Railway, Amalgamation agreement of Montreal Terminal Railway and Montreal Park & Island Railway Companies 349
Main track switches, Protection of, and adoption of adequate block system 358
North Cypress, Manitoba, Municipality of, *re* transfer tracks Canadian Pacific Railway and Canadian Northern Railway at Munro Siding and Carbery, Man. 310
Notre Dame de Graces, P.Q., protection of Canadian Pacific Railway crossing at Prud'homme Avenue 364
Plymouth Cordage Company, vs. Grand Trunk Railway, M. C. R. R., & Wabash R. R., freight rates on twine 237
Prescott Coal Case vs. Canadian Pacific Railway, switching charges on coal 238
Prince Rupert, location Grand Trunk Pacific Railway 294
Powell Door & Lumber Co., vs. Grand Trunk Railway, *re* crossing Front and John streets, Toronto 321
Plunkett, S. Woodbridge, Ont., *re* Canadian Pacific Railway crossing Lot 4, Con. 7, Township of Vaughan, Ontario 327
Purcell, of Saskatoon, Sask., vs. Grand Trunk Pacific Railway, *re* bus traffic from station 352
Prescott & Ottawa Train Service, Canadian Pacific Railway 364
Qu'Appelle, Long Lake & Saskatchewn Railway & Steamboat Co., *re* taking Canadian Pacific Railway land 307
Ridell, J. A., *re* farm crossing over Grand Trunk Railway 227–326
Rutter Station, on Canadian Pacific Railway, accommodation at 228–374
Regina, Sask., Board of Trade, *re* class rates on shipments from Eastern Canada to Regina 218
Rochester, J. Y., *re* Grand Trunk Pacific Railway 294
Ribstone, Alta., Petition Farmers of, vs. Grand Trunk Pacific Railway, *re* siding 312
Seaman Kent Co., Ltd., vs. Canadian Pacific Railway, *re* rates on hardwood flooring 254
Southern Central Pacific Rilway *re* approval of location plan 293
Southern Ontario Pacific Railway *re* taking lands of Grand Trunk Railway at Junction Cut, Hamilton, Ontario 303
St. Boniface, Manitoba. Town of, *re* Plessis Street and Rue Messier crossing Canadian Pacific Railway 316
St. Pierre, P.Q., Town of, *re* closing by Grand Trunk Railway of Simplex street 316
Saskatoon, Sask., City of, *re* Canadian Northern Railway switching cars during night on spur to Power House and Avenue "B." 319
St. Thomas, Ontario, City of, vs. Grand Trunk Railway, *re* Inkerman street 328
Sections, Length of, to be worked by Section Gangs 359
Stewart, W. A., Napierville, P.Q., and Village of St. Cyprien, *re* accommodation and train service Napierville Junction Railway 365
Stewart, W. A., Napierville, P.Q., *re* Delson Junction Station 371
Staunton, Alberta, Farmers of, vs. Canadian Pacific Railway, *re* switching accommodation 377
Toronto, City of, *re* Sunnyside Crossing and Keele street 341
Toronto, City of, vs. Canadian Pacific Railway and Grand Trunk Railway *re* Toronto Viaduct Scheme 346
Tavistock, Ontario, Municipality of, vs. Grand Trunk Railway, *re* highway crossing east of 363
United Fruit Co., vs. Canadian Pacific Railway, *re* carload rating on apples 255

INDEX TO JUDGMENTS SHOWN UNDER APPENDIX 'C'—*Continued.*

Vancouver-Prince Rupert Meat Co., Vancouver, B.C., *re* refusal of G. N. R., to furnish duty paid refrigerator cars 231
Vancouver-Prince Rupert Meat Co., Vancouver, B.C., *re* increase in rates on fresh meat and packing house products by G. N. R..... 231
Vancouver, B.C., Board of Trade, vs. Canadian Pacific Railway, *re* statistical information in Vancouver Rates Case 351
White Pass & Yukon Route, *re* freight rates, complaint of Dawson Board of Trade..... 215
Wylie Milling Co., vs. Canadian Pacific Railway and K. & P. Ry., *re* freight rates on grain 250
Yale, B.C., Residents of, vs. Canadian Pacific Railway, *re* blocking of streets..... 376

TELEPHONE STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30

1912

A. W. CAMPBELL,
Deputy Minister of the Department of Railways and Canals

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
No. 20*d*—1913.] 1913

To Field Marshal, His Royal Highness Prince Arthur William Patrick Albert, Duke of Connaught and of Strathearn, Earl of Sussex (in the Peerage of the United Kingdom), Prince of the United Kingdom of Great Britain and Ireland, Duke of Saxony, Prince of Saxe-Coburg and Gotha; Knight of the Most Noble Order of the Garter; Knight of the Most Ancient and Most Noble Order of the Thistle; Knight of the Most Illustrious Order of Saint Patrick; a Member of the Most Honourable Privy Council; Great Master of the Most Honourable Order of the Bath; Knight Grand Commander of the Most Exalted Order of the Star of India; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George; Knight Grand Commander of the Most Eminent Order of the Indian Empire; Knight Grand Cross of the Royal Victorian Order; Personal Aide-de-Camp to His Majesty the King; Governor General and Commander-in-Chief of the Dominion of Canada.

May it please Your Royal Highness:

The undersigned has the honour to present to your Royal Highness the Annual Report of the Comptroller of Statistics in relation to the telephone interests of the Dominion of Canada for the year ended June 30, 1912.

F. COCHRANE,

Minister of Railways and Canals.

To the Honourable F. COCHRANE,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the telephone interests of the Dominion of Canada for the year ended June 30, 1912.

I have the honour to be, sir,
Your obedient servant,

A. W. CAMPBELL,
Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS,

OTTAWA, January 10, 1912

A. W. CAMPBELL, Esq., C. E.,
Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith Telephone Statistics for the year ended June 30, 1912.

The number of companies which made a return of statistical data for 1912 was 683, which was an increase of 146 over 1911.

It is not probable that the Department has a complete list of telephone companies operating in the Dominion, and there seems to be no means by which such a list can be got from official sources. For example, incorporation is conferred in a large majority of instances by the Provincial Legislatures, and they have not required the incorporators to report the commencement of operations nor subsequently to file an annual statement of statistical facts. It has therefore been difficult to get the names and addresses of all telephone organizations. It is believed, however, that the annexed report gives a reasonably full account of telephone interests in Canada.

In the Provinces of Manitoba and Alberta all telephone companies have practically been absorbed by the Provincial Governments. In Saskatchewan the process of absorption is in progress, although there are several hundred distinct and separate corporations still operating on an independent footing. An arrangement has been made with the Department of Railways, Telegraphs and Telephones under which telephone companies in that Province will hereafter report only to the Local Government, and copies of these reports will be forwarded to Ottawa. This will avoid confusion, and make for completeness.

It is intended for the year 1913 to prescribe an exceedingly simple form of report for rural companies. Two years of experience has clearly demonstrated that the reporting forms thus far used have not been easily understood. The difficulty has arisen chiefly over the interpretation of what is income and what are operating expenses. The secretaries of small rural corporations are seldom familiar with accounting methods, and they have in many instances misunderstood the requirements of the department. In future a form so elementary in character will be sent out that it is hoped the trouble which has occurred during the past two years, and which led to a great deal of correspondence, will be entirely avoided.

There has also in some instances been confusion over the matter of jurisdiction. Incorporation having been conferred by the provinces, the statistical requirements of a department at Ottawa has created the impression here and there that it would answer all purposes to report only to the provincial authorities. Let it be said at once that the jurisdiction of the Dominion Government in all matters relating to statistics should not be questioned. This explanation is made, not because there has been serious conflict over the question, but because it has been necessary in several cases to point out the legal conditions under which a return of schedules has been asked.

NUMBER OF COMPANIES.

The number of companies or telephone organizations which submitted reports in 1912 is shown in the following tabular statement:—

Province.	Government.	Municipal.	Stock.	Co-operative.	Partnership.	Private	Total.
Ontario		27	133	97	28	84	369
Quebec			23	12	3	24	62
New Brunswick			15			2	17
Nova Scotia			12				12
Alberta	1	1	1				3
Saskatchewan	1	4	174	24		3	206
Manitoba	1	2					3
British Columbia	1	1	9				10
P. E. Island			1				1
Total	3	35	368	133	31	113	683

Following is a comparison of numbers, by provinces, as between the reports received in 1911 and 1912:—

	1911.	1912.
Ontario	319	369
Quebec	32	62
New Brunswick	16	17
Nova Scotia	14	12
Alberta	4	3
Saskatchewan	143	206
Manitoba	3	3
British Columbia	5	10
P. E. Island	1	1
Total	537	683

It will be observed that stock companies predominate. Sixty more such companies reported in 1912 than in 1911. For the most part these are rural corporations, have a small capital liability. Co-operative companies increased by 30, and municipal organizations by 10. The organization and operating methods of these rural companies follow simple lines; yet a service of great and growing value is provided.

CAPITAL AND COST.

The capital liability reported for 1912 aggregated $46,276,851.74—an increase of $6,232,869.45 over 1911.

The division of this capital liability in 1912 was as follows:—

	1911 $	1912 $
Stocks	21,527,374.55	21,533,605.09
Funded debt	18,516,607.74	24,743,246.65
	40,043,982.29	46,276,851.74

This distribution of capital liability by provinces, in 1911 and 1912, was as follows:—

Province.	Stocks.	Funded Debt.	Total 1912.	Total 1911.
	$	$	$	$
Nova Scotia	1,527,339 14	1,182,600 00	2,709,939 14	2,597,380 00
New Brunswick	1,307,810 24	107,850,00	1,415,660 24	1,313,781 00
P. E. Island	100,000 00		100,000 00	165,000 00
Quebec	13,675,467 00	5,525,230 46	19,200,697 46	18,981,630 37
Ontario	1,428,257 81	1,344,540 38	2,772,798 19	1,755,628 36
Manitoba		9,919,723 18	9,919,723 18	8,315,000 00
Saskatchewan	532,808 40	3,522,635 01	4,055,443 41	1,959,511 37
Alberta	90,000 00	2,440,667 62	2,530,667 62	2,432,801 84
British Columbia	2,871,922 50	700,000 00	3,571,922 50	2,523,249 35
Total	21,533,605 09	24,743,246 65	46,276,851 74	40,043,982 29

The capitalization attached to the province of Quebec calls for explanations. The Bell Telephone Company, which is the chief telephone organization of the Dominion, has its headquarters in Montreal. The capital liability of that company is assigned wholly to the province of Quebec, although it is actually invested to a large extent in the province of Ontario. It is not, of course, practicable to make a separation as between the two provinces.

The aggregate capitalization in 1912 was equal to an average of $124.75 per telephone in use.

The cost of real property returned for 1912 was $56,887,799.15, as compared with $34,737,529.95 in 1911. While this is in excess of capital liability, it must be remembered that the telephone interests of several of the provincial governments are not represented by either stocks or bonds, and there are many co-operative companies in a similar position. The total cost was distributed among the provinces as follows:—

Nova Scotia	$ 3,120,452.21
New Brunswick	1,564,231.95
Prince Edward Island	135,817.82
Quebec	27,480,159.90
Ontario	3,426,761.15
Manitoba	9,621,968.31
Saskatchewan	3,997,931.74
Alberta	3,439,515.21
British Columbia	4,100,960.86
Total	$ 56,887,799.15

Here again the case of the Bell Telephone Company had very greatly exaggerated the cost of telephone interests in the province of Quebec. The cost in Alberta and Manitoba is accepted as being the cost to the provincial government in each case, rather than the outlay by primary owners.

EARNINGS AND OPERATING EXPENSES.

The gross earnings returned for the year amounted to $12,273,626.66. In 1911 they were $10,068,220.03. This increment of $2,205,406.63 was in part due to larger business, and also in part to the fact that a greater number of companies reported in 1912.

Operating expenses were reported as having been $9,094,688.82, as compared with $6,979,045.06 in the preceding year.

Net earnings, as representing the difference between gross earnings and operating expenses, totalled $3,178,937.84.

Operating expenses were equal to 74.0 per cent of gross earnings. In 1911 the ratio was 69.32

It has not been found possible to publish an analysis of either gross earnings or operating expenses, because of the absence of uniform methods of accounting. As has been explained, many of the rural companies are conducted in such a way as to make the gathering of comparable details quite impracticable.

Gross earnings were equal to $33.09 per telephone in use, and $13.79 per mile of wire.

Operating expenses represented an average of $24.52 per telephone, and $10.22 per mile of wire.

Gross earnings, operating expenses and net earnings were distributed among the provinces as follows:—

Province.	Earnings.	Operating Expenses.	Net Earnings.
Nova Scotia	434,711 18	308,126 88	126,584 30
New Brunswick	355,624 38	195,451 74	160,172 64
Prince Edward Island	35,929 89	30,968 74	4,961 15
Quebec	7,242,056 72	5,567,880 15	1,674,176 57
Ontario	649,515 76	377,261 42	272,254 34
Manitoba	1,360,042 67	1,096,998 41	263,044 26
Saskatchewan	517,559 18	299,588 66	217,970 52
Alberta	482,796 46	286,183 21	196,613 25
British Columbia	1,195,390 42	932,229 61	263,160 81
Total	12,273,626 66	9,094,688 82	3,178,937 84

EQUIPMENT.

The reports received for 1912 showed 889,572.17 miles of wire in use for telephone purposes throughout the Dominion. This was an increase of 201,843.67 over the mileage reported for 1911.

In 1912 there were 370,884 telephones returned as being in use—an increase of 68,125 as compared with the preceding year.

The total of wire mileage was distributed among the provinces as follows:—

Province.	Urban.	Rural.	Total.
	Miles.	Miles.	Miles
Nova Scotia	20,445	6,297	26,742
New Brunswick	14,458·61	7,659·05	22,117·66
Prince Edward Island	1,175	1,300	2,475
Quebec	143,875	44,142	188,017
Ontario	249,822·28	126,111·15	375,933·43
Manitoba	83,417	44,162	127,579
Saskatchewan	19,290	17,983·24	37,273·24
Alberta	24,941	65	25,006
British Columbia	79,537·84	4,891	84,428·84
Total	636,961·73	252,610·44	889,572·17

The foregoing figures cannot be compared with those for 1911, except as to the total. As was explained last year, the mileage of the Bell Telephone Company was assinged wholly to the province of Quebec, the headquarters being in Montreal. This year a separation was secured.

It will be observed that the urban mileage considerably exceeds the rural, and yet great significance attaches to the fact that there were on June 30 last 252,610 miles of telephone wire distributed throughout the villages and country districts of the Dominion.

On 30th June last there was one mile of telephone wire in use for every 8.1 of the total population of the Dominion, and one telephone for every 19.3.

The wire mileage was divided into the following classes:—

Class of Wire.	Urban.	Rural.	Total.
	Miles.	Miles.	Miles.
Galvanized	34,730·77	236,460·62	271,191·39
Copper	4,136·77	15,959,87	20,096·64
Cable—overhead	232,270·70	122·37	232,393·07
underground	364,855·49	20	364,875·49
submarine	968	47·58	1,015·58
Total	636,961·73	252,610·44	889,572·17

The number of telephones in use in 1912 was distributed among the provinces and divided as to method of operation, as follows:—

Province.	Central Energy.	Magneto.	Total.
Nova Scotia	8,782	5,738	14,520
New Brunswick	7,548	5,345	12,893
Prince Edward Island	572	636	1,208
Quebec	45,906	20,667	66,573
Ontario	89,875	82,631	172,506
Manitoba	23,750	15,785	39,535
Saskatchewan	5,401	11,269	16,670
Alberta	8,650	7,151	15,801
British Columbia	22,248	8,930	31,178
Total	212,732	158,152	370,884

Telephones operated by central energy are invariably connected with large exchanges, where the call is given by simply removing the receiver from its hook. Telephones operated by magneto power require the turning of a handle in order to give a call.

There was an increase in 1912 over 1911 of 37,738 in the number of telephones operated by central energy, and 30,387 in the number operated by magneto.

EMPLOYEES

The number of employees returned for the year 1912 was 12,783, as compared with 10,425 in 1911.

The aggregate of salaries and wages paid during the year was $2,659,641.63. This sum represented an increase of $1,744,005.49 over the preceding year. It is probable that this large increment is partly attributable to a closer compliance in 1912 than in 1911 with the requirements of the schedule relating to employees.

Salaries and wages constituted 29.2 per cent of operating expenses, which is a relatively low proportion.

The distribution of employees and their total remuneration, by provinces, was as follows:—

Province.	Number.	Remuneration.
		$
Nova Scotia	225	45,532 67
New Brunswick	330	108,648 35
Prince Edward Island	64	21,756 00
Quebec	8,449	381,859 71
Ontario	968	189,473 96
Manitoba	1,307	878,856 48
Saskatchewan	347	362,410 70
Alberta	89	97,805 28
British Columbia	1,004	573,298 48
Total	12,783	2,659,641 63

The foregoing table discloses several anomalies. In Quebec—to which is assigned the total payments of the Bell Telephone Company—8,449 employees received a total of $381,859.71; while in Manitoba, where the telephone interests of the province are almost wholly under government control, 1,307 employees are credited with receiving $878,856.48. In Saskatchewan, where private and government telephone interests are divided, 347 employees represented an aggregate of $362,410.70. The average for Quebec was $45.19, which is so low as to cast doubt upon the facts reported, either as to numbers or total remuneration, while in Manitoba, it was $671,66, and in Saskatchewan $1,004.44. The explanation probably lies in this situation: The Bell Telephone Company has returned all the employees whom it has directly or indirectly in service, and, on the other hand, charges only the remuneration paid out as salaries. More than two-thirds of all such employees receive a commission. The provinces of Manitoba and Saskatchewan charge to salary account the entire administration of the Telephone Department, and do not count in the number of employees those who are paid commissions.

TELEPHONE TARIFFS.

Two years of experience has amply demonstrated that it is quite impracticable to present a classification of rates, tolls or rentals in connection with the telephone business of Canada. The charges for the use of telephones are reported by the various companies; but they have such wide variations and qualifications that a great deal of additional space would be required to set forth the facts in satisfactory form. All public purposes will perhaps be served by the placing of these tariffs in the records of the department.

I have the honour to be, sir,
Your obedient servant,
J. L. PAYNE,
Comptroller of Statistics

TABLE I.—Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magneto.	No.	Amount.
Ontario.		$ cts.	$ cts	$ cts.	$ cts.	$ cts.				$ cts.
Adelaide Tel. System	Kerrwood			9,300 00	1,100 00	475 00		135	4	400 00
Addison, Greenbush and Rockspring Tel. Co.	Addison		8,000 00	7,000 00	735 00	735 00		160	3	775 00
Adamston Tel. Asso	Adamston Station	722 40		798 91	143 74	101 07		18	2	43
Almic Tel. Co., Ltd.	Almic Harbour	17,600 00	3,000 00	15,200 00	1,258 90	488 30		69	3	140
Algoma Central and Hudson Bay Ry. Co. Tel. Line	Sault Ste. Marie			89,642 69	5,896 03	5,290 72		47		
Algoma Eastern Ry. Co. Private Line	Sault Ste. Marie				504 27	1,160 70		15		
Aldborough Farmers' Tel. Asso.	Rodney	1,720 00	600 00	2,800 00	600 00	250 00		105		
Allenford Rural Tel. Co.	Allenford			2,500 00	199 00	185 00		12	1	
Alba Tel. Ass.	Alba			4,202 20	427 00	427 00		5		
Albertville Tel. Co.	Kingsville			550 00	192 06	47 00		16		
Alnwick Rural Tel. Co., Ltd.	Roseneath	3,000 00		2,000 00	130 00	105 00		60	1	105
Amable Tel. System	Hepworth	225 00		455 00	20 55	18 00		8		
Amaranth Tel. Co-operative Asso., Ltd.	Grand Valley	3,380 00		2,028 00	250 00	140 00		47	5	1,250 00
Apsley Tel. Co., Ltd	Apsley	2,205 00		2,733 86	353 00	150 00		30	1	30 00
Ardtrea Tel. Asso.	Orillia			1,530 00	90 00	92 00		18		
Arkona, Warwick and Adelaide Tel. Sys.	Arkona	5,000 00		7,000 00	2,139 00	824 40		218	3	601 40
Ashgrove Rural Tel. System	Ashgrove	396 72		396 70	127 20	89 00		12		
Ayr Rural Tel. Co., Ltd.	Ayr	5,700 00		6,708 96	1,781 15	666 28		126	2	183 75
Back Line Tel. Co.	Melancthon			770 00	56 00	277 20		16		
Barrie-Angus Tel. Line	Barrie				170 00	45 00		9		
Barton and Binbrook Tel. Co	Hamilton	8,200 00		7,718 60	2,438 00	1,698 00		131	7	675 00
*Bell Tel. Co. Ltd.	Montreal						81,967	37,876		
Beaver Line	Oakwood			420 00	33 00	33 00		12		
Beatty Tel. System	Garden Hill			7,000 00	900 00	1,000 00		93	5	
Beeton Tel. Co., Ltd.	Beeton	37,110 00		36,157 83	5,700 00	2,190 00		450	2	960 00
Belmont Co-operative Tel. Asso.	Belmont	2,500 00		2,500 00	1,901 00	1,600 50		167	5	929 00
Berwick Private Line	Grand Valley			975 00	188 00	81 00		18	2	13 00
Bethel Rural Tel. Asso.	Dundalk			375 00	80 00			8		
Bethesda Mutual Tel. Co.	Bowmanville	540 00		480 00	82 80	82 50		12	1	1 50
Bethesda and Stouffville Tel. Co., Ltd.	Stouffville	16,325 00	15,000 00	43,629 22	7,296 33	5,773 40		645	13	3,423 28
Blanchard Private Line	Cannington				35 00	35 00		7		

Blackwater Tel. Co.	Blackwater			635 00	24 75	24 75		9			
Blenheim & South Kent Tel. Co., Ltd.	Blenheim	15,580 00	10,200 00	31,500 00	6,378,17	890 54		534	1	150 00	
Blind Line Tel. Co.	Bayview	390 00		390 00	24 40	30 50		11			
Blyth Tel. Co.	Blyth		29,796 00	30,996 00	4,519 60	2,149 39		382	13	1,555 12	
Bognor Tel Asso.	Bognor	191 00						8			
Bolton Tel. Co. Ltd.	Bolton	11,900 00	5,900 00	38,189 30	6,880 57	6,880 57		615	6	2,381 00	
Bond Corners Tel. System	Woodstock					61 60		11	2		
Bowesville Mutual Tel. Asso.	Ottawa			600 00	88 00			11			
Bowman Tel. System	Elmwood			800 00	416 00	225 00		52			
Bonsville Private Line	Milton			100 00	19 00	19 00		4			
Bracebridge & Muskoka Lakes Tel. Co.	Bracebridge	9,700 00		15,432 79	2,885 28	1,580 36			2	370 00	
Bridgen Rural Tel. Co., Ltd.	Brigden	8,860 00		18,166 76	4,267 43	3,446 70		354	12	1,670 00	
Brigham Private Tel. Line	Allan Park			2,200 00	600 00	60 00		60		60 00	
Bromley Tel. Asso.	Dunmore			2,628 82	102 15	47 00		57			
Brooke Municipal Tel. System	Alvinston		7,019 60	7,019 60	37 47	37 47		155			
Brougham & Grattan Tel. Co. Ltd	Darce	2,100 00	2,100 00	2,700 00	52 00	28 00		7			
Brussels Moris & Grey Municipal Tel. System	Brussels		49,775 00	47,665 00	2,993 75	2,993 75		750	7	2,443 60	
Burgessville Tel. Co.	Woodstock	14,200 00		20,200 00	6,594 00	3,613 35		475	8	2,418 00	
Burnt River Tel. Co., Ltd.	Burnt River	3,000 00		3,000 00	518 00	138 00		50			
Byron Tel. Co., Ltd.	Byron	11,370 00		10,000 00	3,574,44	1,705 39		382	10	1,625 00	
Cadman & Milling Private Line	Napanee			65 55	33 09	33 00		2			
Canadian Machine Tel. Co., Ltd.	Toronto	250,000 00	203,000 00	434,520 21	20,872 06	14,579 23	1,533		4	1,279 67	
Calabogie & Renfrew Tel. Asso.	Renfrew	4,000 00		4,478 38	153 55	68 05		11			
Cambray Tel. Union	Cambray			2,800 00	272 00	270 00		120	1	270 00	
Camden Independent Tel. Co.	Newburg	3,800 00		7,000 00	1,410 00	576 14		130	15	451 00	
Caradoc-Ekfrid Tel. Co., Ltd.	Melbourne	9,830 00		14,081 00	3,310 21	2,717 19		483	2	400 00	
Carlsruhe Tel. Co.	Carlsruhe	250 00		250 00	47 60	26 45		3			
Central Dufferin Tel. Asso., Ltd.	Shelburne	1,170 00		1,190 00	354 12	244 79		23	2	102 00	
Centre Thorah Tel. Asso.	Beavertion	200 00		200 00	67 00	45 00		9			
Chamberlain Private Line	Wheatley			6,000 00	1,900 00	1,000 00		155			
Chatsworth Rural Tel. Co.	Chatsworth	5,080 00		5,065 24	2,008 58	478 13		98	2	85 15	
Chauvin-Demarais Private Line	Stony Point			150 00	8 00	8 00		3			
Chelmsford-Sudbury Tel. Line	Chelmsford			4,300 00	763 00	540 00		50	1	300 00	
Chinquacousy Local Tel. Sytsem.	Snelgrove		30,000 00	30,000 00	5,685 00	2,372 00		440	7	23 65	
Clark & Manvers Tel. Co.	Orono			500 00	75 00	75 00		17			
Coe Hill Rural Tel. Co.	Coe Hill			2,500 00	664 00	190 50		44	3	92 00	
Colborne Municipal Tel. System.	Benmiller		4,761 52	4,761 52	198 35	238 35		121	2	180 00	
Colchester North Municipal Tel. System	Essex Centre		7,945 28	7,945 28	1,715 40	753 60		192	1	120 00	
Conn. Tel. Co., Ltd.	Egerton	2,660 00		2,800 00	456 84	197 65		80	2	75 00	
Consolidated Tel. Co.	Caledon	27,550 00	15,000 00	35,612 33	6,960 89	2,670 81		328	9	1,625 90	
Coulson-Jarratt Tel. Asso.	Orillia			1,200 00	86 50	48 05		17			
Crediton Rural Tel. System	Crediton			6,000 00	1,200 00	685 00		100	2	100 00	
Crews Private Line	Trenton			300 00	25 00	25 00		5			
Davidson's Private Line	Nanticoke			300 00	45 00	16 50		3			
Davis Stock Farm Private Line	Woodstock			350 00	70 00	20 00		10			
Derby Tel. Asso.	Squire			2,523 79	763 45	672 23		69	2	110 37	
Dereham Tel. Co., Ltd.	Brownsville	9,600 00		9,600 00	2,597 80	1,364 29		225	3	515 09	
Desboro Tel. System	Desboro	1,300 00		1,125 00	70 00	27 00		65	1		

*Telephone Stations in Ontario only.

Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.—*Continued.*

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magneto	No.	Amount.
Ontario.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Desgroseilliers Tel. System	St. Charles			2,500 00	160 00	40 00		20		
Doane Tel. Co.	Newmarket			900 00	287 85	101 25		18		
Dover Municipal Tel. System	Bear Line			5,644 00	690 00	690 00		115		
Dresden Rural Tel. System	Dresden			21,236 56	4,975 00	2,762 64		325	4	1,803 78
Drummond Centre Tel. Asso.	Drummond			3,000 00	106 00	79 50		53	2	55 00
Dunville Consolidated Tel. Co. Ltd.	Dunville	45,000 00	24,000 00	109,525 15	16,416 00	15,552 21	300	755	17	8,203 00
Dunsford Tel. Light & Power co-operative Asso.	Dunsford	4,800 00	1,000 00	5,800 00	1,050 00	499 32		90 00	3	335 00
Dunwich & Dutton Tel. Asso. Ltd.	Dutton	3,315 00		4,080 00	1,172 97	860 43		179 00	5	251 00
Delphi Thornbury & Clarksburg Tel. Co.	Camperdown			365 00	55 00	51 00				
Durham Union Tel. Co.	Orono			8,000 00	862 00	766 34		218	2	420 00
East Darlington Tel. Asso.	Bowmanville	160 00		160 00	40 00	40 00		8		
East Grey Tel. Co.	Markdale	810 00		950 00	40 00			5		
East Middlesex Tel. Co. Ltd.	Thorndale	7,590 00		9,749 12	2,824 18	1,434 20		223	3	780 00
Eastwood Tel. Line	Claremont			150 00	20 00	1 50		5		
East Oakwood Tel. Line	Oakwood			770 00	46 75	46 75		20		
Edgar R. Tel System	Bowling Green			4,000 00	1,000 00	100 00		240	1	100 00
Edville & Dundonald Tel. Co.	Colborne			3,876 00	965 00	722 00		76	2	252 00
Eganville & Brudenell Tel. System	Cormac	1,157 60		1,157 60	153 12	117 00		8		
Eldon Union Tel. Asso.	Lorneville	1,320 00		1,320 00	20 00			24		
Elk Lake Telegraph & Tel. Co.	Elk Lake		2,000 00	5,837 00	5,068 96	4,005 00		52	6	3,000 00
Elgin-Chaffey Locks Tel. Co.	Chaffey's Lock	550 00		800 00	75 00	46 25		2	1	15 00
Enterprise Tel. Asso.	Sault Ste Marie				43 00	43 00		5		
Erie Tel. Co. Ltd.	Selkirk	27,360 00	13,600 00	63,318 92	12,463 52	5,719 35		1,157	15	4,710 26
Ernestown Rural Tel. Co.	Odessa	7,000 00	4,500 00	13,500 00	3,170 00	1,314 50		290	12	980 00
Ernst Private Line	New Hamburg			14,140 00	3,426 16	1,470 50		197	4	
Excelsoir Tel. Asso.	Sweaborg			649 40	19 80	75 00		15		
Falkirk Tel. Co-operative Asso.	Falkirk	2,430 00		10,000 00	2,430 00	1,200 00		200	2	540 00
Farmers Union Tel. Co.	Desbarats							16		
Farwell Private Line	Orillia			200 00	56 00	53 10		9		
Fenella Rural Tel. Co. Ltd.	Fenella	2,040 00		2,200 00	40 00	20 00		53		
Fingal Tel. Co. Ltd.	Fingal		1,600 00		1,080 00	388 00		180	4	438 00
Fordwich Rural Tel. Co.	Fordwich	9,700 00		5,550 00	1,473 15	874 45		116	7	84 00
Fort William Tel. Co., Corporation of	Fort William		199,000 00	199,000 00	37,169 29	20,377 02	2,000	7	33	4,470 00

Fourteenth of Brant Tel. Co.	Chesley	300 00		300 00	60 50	65 00		10		
Fraser Tel. Asso.	Woodstock			400 00	73 00	73 00		13		
Frett & Brisco Co-operative Tel. Line	Napanee	300 00		325 00	26 50	7 50		6		
Gillies Hill Tel. Asso	Chesley			379 90	94 00	86 60		16		
Gillies Tel. System	Tobermory			3,000 00	500 00	505 00		23		
Glaister Tel. System	Wellesley				2,235 00	1,118 00		208	2	750 00
Glengarry Co-operative Tel. Asso	Lochiel	7,850 00		8,398 00	1,208 00	590 00		130	2	
Gloucester Township Tel. Asso.	Carlsbad Springs	400 00		400 00				6		
Goderich Township Municipal Tel. Asso.	Porter's Hill	4,800 00	5,200 00	10,000 00	2,233 30	1,373 00		197	4	345 00
Goderich Rural Tel. Co., Ltd.	Dungannon	4,100 00	30,437 35	39,152 85	4,258 89	2,319 02		310	5	1,530 64
Gore Mutual Tel. Asso.	Harrow				48 00	48 00		12		
Gould Private Line	Fenelon Falls			1,190 00	196 35	19 85		15	2	
Gosfield North Municipal Tel. Co.	Cottam		7,965 41	11,446 00	2,185 55	960 00		225	5	925 00
Green Hill Tel. System	Markdale			600 00	135 00	15 00		15		
Greenwood Private Line	Sutton			300 00	150 00	51 00		15		
Greenwood Tel. Asso.	Steelton			365 00	44 00	44 00		5		
Haldimand Rural Tel. Co.	The Gully	3,000 00		4,589 20	398 91	436 93		105	3	175 00
Halliday Private Line	Chesley			600 00	42 40	12 30		8		
Halton Tel. Co., Ltd.	Hornby	7,500 00		13,500 00	3,215 00	1,456 00		203	3	900 00
Hamilton Rural Tel. Asso.	Cold Springs			1,500 00	950 00	590 00		158	2	375 00
Harvey Municipal Tel. System	Peterboro			1,550 00	100 00	59 07		25	1	12 00
Harrietsville Tel. Asso., Ltd.	Harrietsville	10,380 00		11,080 00	4,289 97	3,107 40		376	10	2,136 62
Hay Township Municipal Tel. System	Zurich			16,006 96	993 45	375 00		275		
Hastings Tel. Asso.	Belleville				2,180 00	801 00		198	4	560 00
Hawthorne Hill Rural Tel. Co., Ltd.	Palmerston	850 00		7,500 00	1,700 00	1,004 00		140	2	420 00
Hazeldean Rural Tel. Co.	Hazeldean	12,225 00		10,000 00	4,774 54	4,414 91		163	3	1,100 00
Heckston Rural Tel. Co., Ltd.	Heckston	2,900 00		3,642 00	1,195 00	581 82		68	3	391 00
Henders, Dr., Private Line	Saintfield				100 00	30 00		17		
Henderson Private Tel. Line	Cannington			600 00	100 00	21 00		20		
Heric Rural Tel. System	St. Clements			1,500 00	418 00	68 60		38		
Highland Tel. Co.	Milberta	1,140 00		1,140 00	170 00	170 00		46		
Highland Tel. Co., Ltd.	Black Bank	2,550 00		3,000 00	765 00	428 00		52	7	175 00
Hinton & Jocelyn Tel. Co.	Carterton			1,000 00	95 00	95 00		33	1	75 00
Hoath Head & Grey Tel. Co.	Hoath Head	1,260 00		1,275 00	180 00	180 00		28		
Hopetown Tel. Asso.	Hopetown	3,400 00		2,500 00	570 00	170 00		74		150 00
Horton & McNab Tel. Asso.	Lochwinnoch	1,840 00		2,115 00	521 00	356 00		38	4	235 00
Houghton & Bayham Tel. Co., Ltd.	Fairground	2,255 00		2,600 00	616 00	633 97		169	5	
Houghton, Bayham & Tillsonburg Tel. Asso.	Tillsonburg			1,930 00	198 44	51 00		140	2	130 00
Houghton & South Walsingham Tel. Asso.	Clear Creek	250 00		1,200 00	250 00	190 00		50		
Huntsville & Portage Tel. Line	Huntsville			5,408 75	882 85	565 77		23	1	82 50
Huron & Kinloss Municipal Tel. Co.	Ripley		34,000 00	35,259 80	326 15	1,643 72		500	3	869 11
Hyndman Private Line	Exeter			2,500 00	480 00	224 17		40		75 00
Ingersoll Tel. Co., Ltd.	Ingersoll	36,000 00	33,400 00	80,000 00	15,250 00	4,647 00	1,050		12 00	5,200 00
Ingleside Tel. Asso.	Woodstock			350 00	54 35	53 69		7		
Innerkip Tel. Asso.	Innerkip	18,240 00	7,400 00	27,341 82	4,492 44	1,553 01		475	5 00	1,288 00
Innisfil Tel. System	Lefroy			3,080 00	416 00	395 00		88	2 00	50 00
Inwood Rural Tel. Co., Ltd.	Inwood	6,000 00	6,100 00	13,008 33	3,800 00	1,704 00	308		6 00	774 00
Jackson Tel. Co.	Jackson	1,640 00		2,186 61	744 00	365 00		62		
Kaladar and Northern Tel. Co.	Northbrook			1,300 00	225 00	181 00		9		
Kerr Line Tel. Asso.	Forresters' Falls			1,800 00	72 00	72 00		52		

Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magneto	No.	Amount.
Ontario.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Kenora Town of, Tel. System	Kenora			26,303 73	8,216 15	3,443 67		450	4 00	2,162 80
King Tel. Co., Ltd.	King	5,060 00	3,666 00	9,800 00	2,560 00	1,043 90		198	5 00	867 75
Kingston Road Rural Tel. Asso	Brookside			300 00	72 00	72 00		8		
Kitley Rural Tel. Co., Ltd.	New Bliss	7,700 00	4,716 00	8,286 85	2,546 86	2,563 75		209	6 00	919 67
Korah Central Tel. Asso.	Sault Ste. Marie, West			600 00	78 00	78 00		10		
Koshee-Sparrow Lake Private Line	Severn Bridge			300 00				30		
Laird Municipal Tel. System	Laird		5,409 60	4,200 00	690 00	690 00		175	6 00	640 00
Lake of Bays and Haliburton Tel. Co., Ltd	Dorset	1,940 00		1,772 73	247 01	81 48		15		
Lake Charles Tel. Co	North Keppel	1,200 00		1,500 00	625 00	92 00		50		
Lake Shore Mutual Tel. Asso.	Kincardine			775 00	102 65	60 00		32	5 00	30 00
Lake Simcoe Rural Tel. Co	Beaverton			496 00	45 00	40 00		6		
Lamb Rural Line	Milton			150 00	46 00	46 00		6		
Lambton Tel. Co., Ltd.	Sombra	10,740 00	900 00	11,000 00	1,542 00	807 00		116	5 00	675 00
Lanark and Carleton Counties Tel. Co., Ltd.	Almonte	13,100 00		15,662 00	2,432 20	2,351 92		223	6 00	1,101 72
Lanark and Ramsay Tel. Asso	Innisville			1,550 00	60 00	36 95		21	1 00	15 00
Lansdowne Rural Tel. Co., Ltd	Lansdowne	15,850 00	4,300 00	17,000 00	2,990 00	779 93		300	6 00	890 00
Lavant-Dalhousie Tel. Co	Poland	1,117 00	425 00	2,500 00	429 00	236 00		46	3 00	121 00
Layman Tel. Line	Kingsville			3,520 00	1,424 40	972 90		111		
Leamington-Mersea Tel. System	Leamington			6,386 65	3,132 00	2,616 00		261		
Leeds and Grenville Independent Tel. Co.	North Augusta	14,225 00	5,500 00	27,018 08	4,518 41	1,662 13	19	356	5 00	
Leeds and Frontenac Rural Tel. Co., Ltd.	Seeley's Bay	1,750 00	12,000 00		3,500 00	1,252 00		350	3 00	1,300 00
Leith and Annan Tel. Asso	Leith	1,512 00	530 60	2,797 60	741 45	466 39		71		
Lennox Tel. Co., Ltd.	Gosport	1,410 00		4,200 00	800 00	354 00		60		70 00
Long Lake Rural Tel. Co.	Long Lake			6,000 00	609 50	461 00		81	2 00	260 00
Lucknow-Kinlose Tel. Asso.	Holyrood			700 00	130 00	58 65		9		
Madawaska Tel. Asso.	Burnstown	750 00	670 00	1,200 00	205 48	89 25		28	1 00	50 00
Maidstone Municipal Tel. System	Maidstone			12,104 89	1,534 00	344 00		224	2 00	261 00
Malahide and Bayham Tel. Asso., Ltd	Bayham	7,455 00		650 00	1,970 00	1,765 93		377	15 00	1,514 15
Mallorytown Independent Tel. Corporation	Mallorytown		14,100 00	18,306 40	2,433 81	575 00		250	2	446 00
Manilla Northern Tel. Co.	Manilla	2,000 00		1,500 00	143 34	143 34		50		25 60
Maple Leaf Tel. Co.	Oakwood			630 00	46 75	46 75		18	2	
Mapleshade Tel. Asso.	Woodstock			100 00	34 00	34 00		5		

Mariposa Central Tel. Co.	Oakwood			340 00	24 75	24 75		9			
Markham and Pickering Tel. Co., Ltd.	Whitevale	6,250 00	13,400 00	2,140 47	9,366 28	13,298 75	535		25	4,425 00	
Marysburgh Tel. Co.	Milford			12,000 00	1,850 00	445 00		150	2		
Matchedach Tel. System	Coldwater			2,000 00	485 00	127 00		35			
MacKechnie Private Line	Marmora			1,000 00	65 00	167 00		4			
McCool-Thornloe Tel. Co.	Thornloe	800 00		800 00	130 00	130 00		37	3	120 00	
McDonald John A. Private Tel. Line	Pushlinch				192 40	351 00		14	2	150 00	
McEachren Tel. Line	Linwood			3,500 00	780 00	290 00		65			
McFadden Private Line	Pickering			300 00	140 00	46 00		12			
McGillicuddy and Zavitz Tel. System	Watford			200 00	66 00			7			
McGuire Private Line	Elmvale			6,500 00	1,569 00	823 00		65			
McHardy Private Line	Merlin				342 00	159 00		18			
McKenzie John Tel. Line	Keward			900 00	169 00	77 00		13			
McKillop, Logan & Hibbert Tel. Co., Ltd.	Gowrie	14,050 00	11,400 00	17,193 96	4,145 76	2,690 72		353	16	1,571 50	
McKillop Municipal Tel. System	Winthrop		15,000 00	15,000 00	1,404 50	1,404 50		267			
McNab Tel. Asso.	Arnprior			1,200 00	230 00	130 00		24			
McPhail Dr. M. Private Line	Manilla			700 00		20 00		18			
Medonte Municipal Tel. System	Moonstone		6,500 00	15,200 00	1,600 00	410 00		200	5	390 00	
Meek Private Tel. Line	Port Rowan			175 00	15 00	15 00		5			
Metcalfe Rural Tel. Asso., Ltd	Metcalfe	10,000 00		13,100 00	2,077 60	565 00		210	5	522 50	
Mills Tel. System	Thamesford				950 00	1,074 00		95	3	820 00	
Minto Rural Tel. Co.	Harriston	2,190 00		4,125 00	683 25	496 41		74			
Mississippi Tel. Co., Ltd.	Lanark	2,310 00		2,550 00				65	1		
Molesworth Independent Tel. Co., Ltd	Molesworth	940 00	1,250 00	3,160 00	750 00	285 00		65	1	180 00	
Monk Rural Tel. Co., Ltd.	Carp	30 000 00		18,158 83	7,576 99	2,570 00		413	5	2,124 00	
Mono Mills Independent Tel. Asso.	Mono Mills			5,200 00	555 00	450 00		120	2	350 00	
Monteith and Dempsey Rural Tel. System	Stratford			4,250 00	984 00	193 00		61			
Moore & Moore Tel. System	Brooklin			1,000 00	80 00	8 50		13	5		
Moorsville Tel. Asso.	Lucan			1,000 00	360 00	150 00		30			
Mornington & Wellesley Tel. Asso., Ltd	Newton	2,900 00		8,420 00	1,581 00	777 30		128	1	400 00	
Moscow Mutual Tel. Asso.	Moscow	2,250 00		2,700 00	68 00	60 00		57			
Mount Albert Tel. Co., Ltd.	Mount Albert	3,640 00	4,500 00	14,000 00	5,560 00	3,178 82		430	8	2,223 00	
Mount Carmel-Centralia Tel. Asso.	Centralia	600 00		600 00	184 00	194 00		11			
Mount Forest, Wellington and Grey Tel. Co.	Mount Forest	3,420 00		4,037 02	1,148 49	718 02		65			
Mount Pleasant Tel. Co.	Castleton			7,000 00	2,240 00	431 00		270			
Murray-Brighton Tel. System	Wooler			6,800 00	1,502 46	553 00		160	2	706 00	
Muskoka Independent Tel. System	Huntsville			926 45	375 25	131 79		30	2	35 00	
Muskoka, Victoria and Haliburton Tel. Co.	Uffington	1,500 00		2,441 00	84 00			22			
New California Rural Tel. Asso.	Kingsville			2,061 00	398 00	124 00		53	1	50 00	
New Dundee Rural Tel. Co.	New Dundee	4,280 00	4,280 00	7,000 00	2,551 50	698 18		340	2	800 00	
New Glasgow Tel. Co., Ltd.	Aldboro	2,300 00		2,500 00	575 00	407 50		111			
Niagara District Tel. Co. Ltd.	Jordan Station	16,275 00	4,900 00	24,479 00	5,006 91	3,374 60		467	9	2,413 00	
Nichols Tel. System	Fergus			870 00	251 00	80 00		17			
Nipissing Private Line	Nipissing			100 00	301 00	217 00		2			
Nissouri Tel. Co., Ltd.	Kirktore	3,430 00	300 00	1,500 00	1,415 90	1,269 79		126	7	440 00	
Noisy River Tel. Co., Ltd.	Dunedin	8,955 00	3,167 50	13,851 76	3,112 91	1,420 83		194	21	3,238 57	
Noble Dr. Tel. Line	Sutton, West			250 00	33 00	44 00		6			
Norland Independent Tel. Co.	Coboconk			775 00	107 00	94 40		21	2		

Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.—*Continued.*

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magneto.	No.	Amount.
Ontario.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
North-East Clark Tel. System	Oak			600 00				22		
Norfolk County Tel. Co., Ltd.	Waterford	43,460 00	13,500 00	70,921 86	17,192 47	14,690 97		1,089	15	5,975 59
Norfolk & Tilsonburg Tel. Asso. Ltd	Mabee	5,315 00		914 82	1,020 76	503 28		200	3	415 00
Northern Bonnechere Tel. Asso	Renfrew	585 00		585 00	60 00	60 00		13		
North Brant Tel. Asso	Chesley			15 00		30 00		36		
North Easthope Municipal Tel System	Shakespeare		22,270 00	22,270 00	3,632 31	1,447 95		333	5	725 00
Northcote Farmers' Tel. Asso	Northcote				15 00			35	1	5 00
Northern Tel. Club	Korah	808 29		808 29	96 65	96 65		15		
North Huron Tel. Co., Ltd	Wingham	10,000 00	10,484 64	23,463 42	1,383 39	3,123 85		388	8	800 00
North Wellington Tel. Co., Ltd	Arthur	1,890 00	1,890 00	7,000 00	1,371 57	1,294 93		85	1	50 00
Oakwood Tel. Co.	Oakwood			380 00	41 25	41 25		15		
Oldfields Tel. Line	Dundalk			245 00	70 00			7		
Oliver Township Municipal Tel System	Murillo		6,500 00	6,84[illegible] 00	350 00	584 85		90	8	414 00
Omemee Tel. Co	Omemee	800 00		800 00	214 00	71 00		18		
Oro Tel. Co., Ltd.	Shanty Bay	1,590 00	1,150 00	2,453 95	424 00	544 98		126	4	214 50
Orr & Steinhoff Private Line	Mickle	165 00		147 08	24 70	20 50		8		
Palace Road Mutual Tel Co	Napanee			673 15	35 05			11		
Parker Rural Tel. System	Milverton			5,000 00	1,200 00	1,200 00		120	2	
Park Head Tel. Co	Park Head	800 00						20		
Parkhill Rural Tel. Asso	Parkhill	2,750 30		5,406 05	1,410 00	540 00		115		115 00
Paul & Eckert Private Line	Stratford			11,000 00	3,237 00	1,088 85		210		
Peerless Tel. Asso	Woodstock			125 00	50 40	52 54		6		
Penhurst Tel. Asso	Woodstock			276 34	60 70	60 70		8		
Peoples Mutual Tel. Co., Ltd	Bethel	2,975 00		2,950 00	25 00	6 50		85		
Peoples Tel. & Teleg. Co	Maynooth	13,700 00		16,949 00	2,744 74	2,202 04		116	18	1,860 00
Peoples Tel. Co. of Forest, Ltd	Forest	7,020 00	3,150 00	12,167 11	6,264 89	2,349 81		375	6	1,150 00
Perth & Christies Lake Tel. Asso	Perth			750 00	50 00	50 00		20		
Plumb Hollow & Eloida Tel. Co	Athens	4,500 00	4,350 00	250 00	695 00	553 00		125	1	350 00
Pine Grove Tel. System	Orillia			450 00	72 00	50 00		10		
Pefferlaw Private Tel. System	Pefferlaw			700 00	400 00	180 00		65	2	150 00
Port Hope Tel. Co	Clarke	7,470 00	2,500 00	12,272 00	2,050 00	1,040 00		180	2	650 00
Port Arthur, City of Municipal Tel System	Port Arthur		194,500 00	186,600 00	36,122 90	22,254 08	2,133		38	21,854 08
Pioneer Tel Asso	Woodstock			400 00	216 45	215 00		20		

Porte Tel. System	Brighton			9,600 00	1,628 00	861 00	96	5	796 00	
Princeton-Drumbo Tel. Co., Ltd	Princeton	20,000 00	5,000 00	30,240 00	5,381 00	2,872 00	470	7	2,198 00	
Progressive Agriculturists Tel. System of Kenorah	Sault Ste. Marie			708 00		80 00	12			
Quaker Tel. Co	Coldstream			6,200 00	2,620 00	450 00	160	3	550 00	
Queens Line Telephone Asso	Queens Line			700 00		68 00	20		11 00	
Quinlan Private Line	Stratford			1,500 00	1,290 00	674 00	86	2	85 00	
Rankin Tel. Co	Rankin			800 00	233 00	100 00	14			
Rainy River International Tel. Co. Ltd	Rainy River	19,875 00		25,090 00	7,500 00	5,935 00	250			
Reid Norman Tel. Line	Westmeath			1,500 00	100 00		2			
Rideau View Tel. Asso	Rideau View				209 25		12			
Rochester Municipal Tel. Asso	Woodslee		12,060 90	12,060 90	2,038 82	2,696 71	250	5	744 51	
Rockwood & Oustic Rural Tel. Line	Rockwood			2,400 00	776 00	223 00	62	2	57 00	
Romney Tel. System	Wheatley			900 00	216 00	82 00	22			
Ronald Private Line	Minesing			2,500 00	240 00	240 00	80			
Russell Private Line	Bailieboro			6,500 00	500 00	240 00	75	1	100 00	
Rose Tel. Co	Oakwood			635 00	24 75	24 75	9			
Salem Tel. Co	Salem Corners			660 00	12 00	42 00	17			
Salem Tel. Asso	Bowmanville			300 00	25 00	25 00	5			
Salkeld Andrews Tel. Asso	Goderich			100 00	60 00	60 00	6			
Sandwich South Municipal Tel. Sys	Maidstone		16,750 00	14,235 00	187 00	617 00	232	2	765 00	
Sandwich West Co-operative Tel. Asso	Canard River		2,300 00	2,300 00	1,400 00	1,032 50	65		20 00	
Sangeen Rural Tel. Co	Southampton	315 00		111 00	29 50	21 00	7			
Sangeen Tel. Asso	Hanover				20 00	20 00	5			
Scarboro Independent Tel. Co., Ltd	Highland Creek	8,200 00		27,000 00	3,420 21	1,331 50	350	2	600 00	
Schomberg Tel. Co., Ltd	Schomberg	21,050 00	5,000 00	27,100 00	3,144 00	1,047 64	245		1,047 64	
Scotch Line & Micaville Tel. Asso	Allans' Mills			900 00	10 00		22			
Scratch & Palmer Tel. Asso	Kingsville			200 00	56 00		7			
Shelburne & Melancton Tel. Ass	Shelburne			650 00	100 00	74 50	10			
Slate River Valley	Slate River Valley									
Slate River Local Tel. System	Fort William		2,248 00	4,050 00	629 49	486 05	50	2	202 30	
Snake River Tel. Asso	Cobden			648 17	36 80	191 83	21	2	10 70	
Sombra Township Tel. Ass	Sombra	540 00			400 00	275 00	32	3	220 00	
South Bayham & Malahide Tel. Co-op Asso	Lakeview	500 00		633 86	182 65	161 05	54	2		
South Brant Tel Co	Walkerton			900 00	285 00	155 00	19			
South Bruce Rural Tel. Co. Ltd	Belmore	24,000 00		12,400 00	2,580 00	844 00	240	5	875 00	
South Colchester Tel. Asso	Harrow	300 00		300 00	50 00	42 50	10			
South Diagonal Tel. Co	Owen Sound	1,000 00	800 00	1,800 00	184 00	102 32	17			
South Elderslie Tel Asso	Chesley			1,400 00			32	2	20	
South Leeds & Pittsburg Rural Tel. Co. Ltd	Gananoque, West	7,800 00	7,800 00	5,600 00	2,028 00	600 00	156	2	200 00	
South Malahide Tel. Asso., Ltd	Aylmer	5,720 00		12,500 00	2,330 00	1,403 20	452	2	148 00	
South McNaughton Tel. Asso	Renfrew			695 92	50 00	50 00	10	3		
Southwold & Dunwich Tel. Asso	Iona Station	3,580 00		5,000 00	1,282 55	693 26	230	5	102 00	
Sprague Tel. System	Mountain View			20,000 00	6,024 00	2,950 00	550	3	700 00	
Springbank Tel. Co	Fordwich	1,960 00		2,382 29	864 75	609 07	97	6	57 00	
Spring Creek Tel. Asso	Woodstock	181 00		181 00	43 97	42 75	6			
Spring Creek Tel. Co	Hepworth	405 00		405 00	18 45	18 00	13			
Stormont Tel. Co	Aultsville	1,150 00	700 00	1,800 00	278 00	79 58	24	2		
Stroud Tel. Co., Ltd	Stroud	5,000 00		3,200 00	500 00	500 00	110	3	395 00	

Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.—*Continued.*

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magneto	No.	Amount.
Ontario—Con.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
St. Clair Tel. System	Courtright			12,119 00	3,180 00	1,248 00		240	3	1,200 00
St. Johns Tel System	Arva			5,000 00	1,500 00	920 00		150	2	390 00
St. Marys—Medina Tel. Co. Ltd	Medina	9,470 00	1,600 00	8,517 34	1,379 52	572 81		125	3	375 00
St. Marys Exter & Kirkton Tel. Co	Kirkton	18,787 00	12,850 00	28,602 00	7,190 00	5,766 00		570	15	3,816 00
St. Vincent Local Municipal Tel. System	Meaford		10,000 00	10,000 00	2,415 00	1,225 00		161		
Sullivan & Bentick, Tel. Co	Chesley			700 00				13		
Sullivan & Elderslie Tel. Co	Chesley			575 00	6 65			12		
Sunderland Tel. Co., Ltd	Sunderland	3,350 00		4,250 00	665 00	528 00		102	2	335 00
Sunshine Tel. Co.	Oakwood			429 00	38 50	38 50		14		
Sunny Valley Tel. Co.	Chatsworth			225 00	75 00	62 00		10		
Sutton & North Gwillimbury Tel. Co., Ltd.	Sutton	2,000 00	2,000 00	4,000 00	874 00	504 63		79	1	15 00
Swale Private Line	Wiarton			600 00	127 00	38 00		7		
Sydney—Bell Tel. Asso	Belleville									
St. Williams & Forestville Tel. Co	St. Williams	1,000 00		2,000 00	108 00	94 00		36		
Tara—Keady Tel. Co	Kilsyth	913 50		913 50	71 34	71 34		21		
Tarentorus Tel. Co., Ltd	Sault St. Marie	5,000 00	800 00	1,100 00	300 00	156 00		19		
Temiskaming Tel. Co., Ltd	New Liskeard	43,671 00	18,000 00	95,943 79	3,093 90	14,500 69		991	40	10,306 49
Thamesville Tel. Co. Ltd	Thamesville	7,500 00	5,181 00	1,275 00	5,343 04	2,662 47		320	8	1,960 39
Thedford, Arkona & E. Lambton Tel. Co., Ltd.	Thedford	6,705 00	2,800 00	10,710 26	2,829 29	1,595 34		190	3	572 00
Thompson Rural Tel. System	Hawkesville			450 00	79 30	50 57		6		
Tilbury Tel. Co.	Tilbury	15,000 00		15,000 00	2,469 65	1,293 00		258	3	850 00
Tilbury West Municipal Tel. Co	Comber		19,004 58	19,004 58	1,535 00	1,535 00		307	2	1,320 00
Todd & Darling Tel. System	Goodwood			1,000 00	10 00	20 00		16		
Townline Brant & Elderslie Tel. Co	Chesley			434 00	76 80	77 00		14		
Tuckersmith Municipal Tel. Ass	Seaforth		33,818 00	33,818 00	7,868 88	1,414 36		518	10	1,420 00
Turner Private Line	Millbrook			5,862 00	490 00	78 00		128		
Ugers Line	St. Williams			90 00	21 50	21 50		10	1	
Union Farmers Tel. Co	Neepawa	900 00		800 00	66 00	57 00		9		
Union Tel. Club	Owen Sound							19		
Union Tel. Co., Ltd	Drayton	3,975 00		7,415 88	1,903 00	519 00		173		
United Tel. Co., Ltd.	Fernhill	35,000 00		30,000 00	5,400 00	3,098 05		415	5	2,608 00
Urban & Rural Tel. Co., Ltd.	Bothwell	8,000 00		4,746 87	7,346 66	1,646 60		280	5	742 90

Violet Hill Rural Tel. Asso..	Violet Hill ..			1,500 00	144 00	102 90		30		
Wallacetown & Lake Shore Tel. Co., Ltd	Wallacetown. .	2,600 00		3,200 00	1,148 00	276 20		150	4	375 00
Welland County Tel. Co., Ltd	Bridgeburg.	32,575 00	16,400 00	55,952 47	16,784 07	5,248 20		785	19	2,271 99
West Flamboro Tel. Asso	West Flamboro	800 00		900 00	230 00	120 50		15		
West Garafraxa Cooperative Tel. Asso Ltd	Bellwood.	1,660 00		2,095 00	106 78	210 76		48	1	63 38
West Williams Rural Tel. Asso .	Lamon . .		2,725 00	5,904 00	1,724 82	504 83		123	10	353 00
Wheatley Tel. Co., Ltd	Wheatley	12,670 00	3,000 00	17,320 06	3,529 95	2,101 35		330	3	1,360 00
White Star Tel. Co	Oakwood			670 00	49 50	49 50		18		
Wightman Private Tel System	Clifford .			8,000 00	1,645 00	1,219 00		138	7	990 00
Willowdale Tel. Co., Ltd	Hardmans Bridge ..	2,380 00		1,346 82	450 50	593 67		18	1	35 00
Winter Private Line .	Aurora .			400 00	80 00	33 00		8		
Wolford Rural Tel. Co., Ltd	Easton's Corners	3,150 00	3,150 00	3,900 00	147 00	234 00		69	4	176 00
Woodbridge & Vaughan Tel. Co .	Woo Bridge	10,000 00	9,500 00	22,200 00	4,758 02	3,391 33		458	9	1,143 83
Woodville Glen Tel. Co .	Woodville	450 00		450 00	34 00	234 00		6		
Wroxeter Rural Tel. Co., Ltd .	Wroxeter . . .	25,000 00	8,350 00	12,288 50	2,854 92	872 13		275	2	625 35
Yarker Tel. Co.	Yarker.	1,400 00		1,400 00	35 00	75 00		35	1	35 00
Yarmouth Rural Tel. Co.. .	New Sarum .	2,700 00		2,700 00	319 00	94 00		44		
Zorra Tel. Co. .	Embro	3,800 00	800 00	6,000 00	1,461 13	1,461 13		108	1	150 00
Total ...		1,428,257 81	1,344,540 38	3,426,761 15	649,515 76	277,261 42	89,875	82,631	968	189,473 96

TABLE 2.—Statement of Miles of Wire Equipment—Urban and Rural.

Name of Company.	Address.	URBAN.					RURAL.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Ontario.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Adelaide Tel System.	Kerrwood						100	·50			
Addison, Greenbush & Rocksprings Tel. Co.	Addison						80				
Admaston Tel. Asso.	Admaston Station						13				
Ahmic Tel. Co. Ltd.	Ahmic Harbour						205				
Algoma Central & Hudson Bay Ry. Tel. Line.	Sault Ste. Marie						201·66	338·54			
Algoma Eastern Ry. Co., Private Line	Sault Ste. Marie						54				
Aldborough Farmers Tel. Asso.	Rodney						55				
Allenford Rural Tel. Co.	Allenford						70				
Alba Tel. Asso.	Alba						24	·25			
Albertsville Tel. Asso.	Kingsville						3				
Alnwick Rural Tel. Co. Ltd.	Roseneath						30				
Amable Tel. System	Hepworth						10				
Amaranth Tel. Co-operative Asso. Ltd.	Grand Valley						40				
Apsley Tel. Co. Ltd.	Apsley						40				
Ardtrea Tel. Asso.	Orillia						30				
Arkona, Warwick & Adelaide Tel. System	Arkona						158				
Ashgrove Rural Tel. Co.	Ashgrove						2·50				
Ayr Rural Tel. Co. Ltd.	Ayr						110				
Black Line Tel. Co.	Melancthon						7				
Barrie-Angus Tel. Line	Barrie						24				
Barton and Binbrook Tel. Co.	Hamilton						200				
*Bell Tel. Co. Ltd.	Montreal			86,940	147,993	436	85,390				
Beaver Line	Oakwood						5				
Beatty Tel. System	Garden Hill						61				
Beeton Tel. Co. Ltd.	Beeton						700				
Belmont Co-operative Tel. Ass.	Belmont						70				
Berwick Private Line	Grand Valley						28				
Bethel Rural Tel. Asso.	Dundalk						5				
Bethesda Mutual Tel. Co.	Bowmanville						6·50				
Bethesda and Stouffville Tel. Co. Ltd.	Stouffville	100		100			280		50		

| | | |

Statement of Miles of Wire Equipment—Urban and Rural—*Continued.*

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Ontario—Con.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Desgroseliers Tel. System	St. Charles						38				
Doane Tel. Co	Newmarket						9				
Dover Municipal Tel. System	Bear Line										
Dresden Rural Tel. System	Dresden						410				·33
Drummond Centre Tel. Asso	Drummond						30				
Dunville Consolidated Tel. Co.	Dunville	200	150				1,000				
Dunsford Tel. Light and Power Co-operative Asso.	Dunsford						125				
Dunwich and Dutton Tel. Asso., Ltd	Dutton						170				
Delphi Thorbury & Clarksburg Tel. Co	Camperdown						3				
Durham Union Tel. Co	Orono						170				
East Darlington Tel. Asso.	Bowmanville						10				
East Grey Tel. Co	Markdale						24				
East Middlesex Tel. Co. Ltd.	Thorndale	2		3·50			103				
Eastwood Tel. Line	Claremont						9				
East Oakwood Tel. Co	Oakwood						8·75				
Edgar R. Tel System	Bowling Green	·75					120				
Edville & Dundonald Tel. Co.	Colborne	2					62				
Eganville Brudnelle Tel. System	Cormac						26				
Eldon Union Tel. Asso.	Lorneville						30				
Elk Lake Telegraph and Tel. Co.	Elk Lake	10·50					66				
Elgin-Chaffey Locks Tel Co.	Chaffey's Lock						6·50				
Enterprise Tel Asso.	Sault Ste. Marie						2·50				
Erie Tel. Co., Ltd.	Selkirk		57				744				
Ernestown Rural Tel. Co.	Odessa	2	2·50				150				
Ernst Private line	New Hamburg						222	2·50			
Excelsior Tel. Asso.	Sweaborg						16·50				
Falkirk Tel. Co., Ltd	Falkirk						80				
Farmers Union Tel. Co.	Desbarats						11				
Farwell Private Line	Orillia						1·50				
Fenella Rural Tel. Co., Ltd.	Fenella						35				
Fingal Tel. Co., Ltd.	Fingal						60				

| | | |

Statement of Miles of Wire Equipment—Urban and Rural—*Continued.*

Name of Company.	Address.	Urban.					Rural				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Ontario—Con.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Jackson Tel. Co.	Jackson						60				
Kaladar & Northern Tel. Co.	Northbrook						30				
Kerr Line Tel. Asso.	Foresters Falls						10				
Kenora, Town of, Tel. System	Kenora	370		1·50							
King Tel. Co., Ltd.	King	2					49				
Kingston Road Rural Tel. Asso.	Brookside						·50				
Kitley Rural Tel. Co., Ltd.	New Bliss						225				
Korah Central Tel. Asso.	Sault Ste Marie West						12				
Koshee-Sparrow Lake Private Line	Severn Bridge						6				
Laird Municipal Tel. System	Laird						87				
Lake of Bays & Haliburton Tel. Co., Ltd.	Dorset						30				
Lake Charles Tel. Co.	North Keppel						48				
Lake Shore Mutual Tel. Asso.	Kincardine						13				
Lake Shore Rural Tel. Co.	Beaverton						10				
Lamb Rural Line	Milton						2				
Lambton Tel. Co., Ltd.	Sombra	15					70				
Lanark & Carleton Counties Tel. Co., Ltd.	Almonte						118				
Lanark & Ramsay Tel. Asso.	Innisville						17				
Lansdowne Rural Tel. Co., Ltd.	Lansdowne						300				
Lavant Dalhousie Tel. Co.	Poland						90				
Layman Tel. Line	Kingsville						51				
Leamington Mersea Tel. System	Leamington						65				
Leeds & Grenville Independent Tel. Co.	North Augusta	10					500				
Leeds & Frontenac Rural Tel. Co., Ltd.	Seeley's Bay						425				
Leith & Annan Tel. Asso.	Leith						45				
Lennox Tel. Co., Ltd.	Gosport						76				
Long Lake Rural Tel. Co.	Long Lake						125				
Lucknow Kinloss Tel. Asso.	Holyrood						11				
Madawaska Tel. Asso.	Burnstown						21				
Maidstone Municipal Tel. System	Maidstone						140				
Malahide and Bayham Tel. Asso. Ltd.	Bayham						165				
Mallorytown Independent Tel. Corp.	Mallorytown						82		2·75		1·75

| | | |

Statement of Miles of Wire Equipment—Urban and Rural—*Continued.*

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Ontario—Con.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Noisy River Tel. Co. Ltd	Dunedin.						157				
Noble, Dr., Tel. Line	Sutton West						6				
Norfolk County Tel. Co. Ltd.	Waterford	25	3	154·50			1,148				
Norfolk and Tilsonburg Tel. Asso. Ltd.	Mabee						90				
Norland Independent Tel. Co.	Coboconk						23				
North-East Clark Tel. System	Oak						17				
North Bonnechere Tel. Asso.	Renfrew						8				
North Brant Tel. Asso.	Chesley						15				
North Easthope Municipal Tel. System	Sharkepeare	5		2·33			149				
Northcote Farmers' Tel. Asso.	Northcote						25				
Northern Tel. Club	Korah	8					8	...			
North Huron Tel. Co. Ltd.	Wingham						252				
North Wellington Tel. Co.	Arthur						80	...			
Oakwood Tel. Co.	Oakwood						1				
Oldfields Tel. Line	Dundalk						3				
Oliver Township Municipal Tel. System	Murillo						147·50	·50			
Omemee Tel. Co.	Omemee						19				
Oro Tel. Co., Ltd.	Shanty Bay						96				
Orr and Steinhoff Private Line	Mickle						4·50				
Palace Road Mutual Tel. Co.	Napanee						6				
Parker Rural Tel. System	Milverton						50				
Park Head Tel. Co.	Park Head						8				
Parkhill Rural Tel. Asso.	Parkhill						47·50		·12		
Paul and Eckert Private Line	Stratford						360				
Peerless Tel. Asso.	Woodstock						2				
Penhurst Tel. Asso.	Woodstock						1·50				
Peoples Mutual Tel. Co. Co., Ltd.	Bethel						40				
Peoples Tel. and Teleg. Co.	Maynooth						165				
Peoples Tel. Co. of Forest, Ltd.	Forest						325				
Perth and Christies Lake Tel. Asso.	Perth						10				
Plumb Hollow and Eloida Tel. Co.	Athens		·25				17				
Pinegrove Tel. System	Orillia						2				

| | | |

Statement of Miles of Wire Equipment—Urban and Rural—*Continued.*

Name of Company.	Address.	Urban.					Rural.				
		Galvanized Copper Wire.	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Ontario—Con.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Springbank Tel. Co.	Fordwich						144				
Spring Creek Tel. Asso.	Woodstock						1·50				
Spring Creek Tel. Co.	Hepworth						20				
Stormont Tel. Co.	Aultsville						20				
Stroud Tel. Co., Ltd.	Stroud						26				
St. Clair Tel. System	Courtright	2					77				·75
St. Johns Tel. System	Arva						175				
St. Marys-Medina Tel. Co., Ltd.	Medina						60				
St. Marys, Exeter and Kirton Tel. Co.	Kirkton						1,000				
St. Vincent Local Municipal Tel. System	Meaford						142·50				
Sullivan and Bentinck Tel. Co.	Chesley						9				
Sullivan and Elderslie Tel. Co.	Chesley						12				
Sunderland Tel. Co.	Sunderland	2					40				
Sunshine Tel. Co.	Oakwood						5				
Sunny Valley Tel. Co.	Chatsworth						2·50				
Sutton and North Gwillimbury Tel. Co., Ltd.	Sutton	1					14				
Swale Private Line	Wiarton						20				
Sydney-Bell Tel. Asso.	Belleville						27·25				
St. Williams and Forestville Tel. Co.	St. Williams						10				
Tara-Keady Tel. Co.	Kilsyth	3					22				
Tarentorus Tel. Co., Ltd.	Sault Ste. Marie						14				
Temiskaming Tel. Co., Ltd.	New Liskeard	200		7			220				
Thamesville Tel. Co., Ltd.	Thamesville	18		·25			274				
Thedford, Arkona and E. Lambton Tel. Co., Ltd.	Thedford	8					94				
Thompson Rural Tel. System	Hawkesville						12				
Tilbury Tel. Co.	Tilbury						400				
Tilbury West Municipal Tel. Co.	Comber	·50					107				
Todd and Darling Tel. System	Goodwood						30				
Townline Brant and Elderslie Tel. Co.	Chesley						5				
Tuckersmith Municipal Tel. Asso.	Seaforth						1,030				

Turner Private Line	Millbrook						115				·50
Union Farmers Tel. Co	Neepawa						9				
Union Tel. Club	Owen Sound						8				
Union Tel. Co., Ltd	Drayton						110				
United Tel. Co., Ltd	Fernhill			·25			300				
Ungers Line	St. Williams						7·25				
Urban and Rural Tel. Co., Ltd	Bothwell	12					400				
Violet Hill Rural Tel. Asso	Violet Hill						42				
Wallacetown and Lake Shore Tel. Co., Ltd	Wallacetown	3					60				
Welland County Tel. Co., Ltd	Bridgeburg	212	1·50	164			335				
West Flamboro Tel. Asso	West Flamboro						3				
West Garafaxa Co-operative Tel. Asso., Ltd	Belwood						56				
West Williams Rural Tel. Asso	Lamon						60				
WheatleyTel. Co., Ltd	Wheatley	2					70				
White Star Tel. Co	Oakwood						8				
Wightman Tel. System	Clifford						133				
Willowdale Tel. Co., Ltd	Hurdman's Bridge						10				
Winter Private Line	Aurora						4				
Wolford Rural Tel. Co., Ltd	Easton's Corners						52				
Woodbridge and Vaughan Tel. Co	Woodbridge	20					500				
Woodville Glen Tel. Co	Woodville	·50					5				
Wroxeter Rural Tel. Co., Ltd	Wroxeter	8					107				
Yarker Tel. Co	Yarker						15				
Yarmouth Rural Tel. Co	New Sarum						34				
Zorra Tel. Asso	Embro						90				
Total		2,634·50	226·75	91,758·33	154,564·70	638	125,502·16	532·29	52·87		23·83

TABLE 3.—Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magneto	No.	Amount.
Quebec.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Arundel Tel. Co..	Arundel	2,750 00		2,750 00	750 00	355 00		50	3	250 00
Asbestos Tel. Co.	Asbestos	1,200 00		1,200 00	250 00	197,96		20	1	125 00
Beauce Tel. Co.	Beauceville	50,000 00		58,432 00	14,432 15	10,642 48	650		23	5,320 00
Beaudoin Telephone System	Broughton Station			10,000 00	1,200 00	150 00		80		
Bell Tel. Co., Ltd.	Montreal	12,250,000 00	4,899,000 00	25,589,569 63	7,030,789 02	5,427,179 00	*44,900	*0 593	8,017	315,344 52
Bellevidere Tel. Syndicate	Sherbrooke	250 00		250 00	42 00	44 00		5		
Bessette Tel. System	St. Sabine			205 50	72 00	170 90		9		
Blanchard Tel. Co.	St. Marc							4		
Brompton Pulp and Paper Co.'s Private Line	East Angus			1,670 22	204 00	22 00		4		
Canadian Tel. Co.	Sawyerville	10,000 00	2,000 00	26,000 00	11,378 50	9,970 70		655	16	6,325 95
Charlevoix and Saguenay Tel. Co.	Murray Bay	60,000 00	20,000 00	83,777 00	12,104 44	6,106 62		530	24	2,817 57
Chateau Richer Tel. System	Chateau Richer			350 00	100 00	25 00		13	1	25 00
Citizens Tel. Co.	Dunham			8,000 00	3,320 00	2,090 00		250	5	1,250 00
Conception Tel. Asso.	Conception	500 00		500 00	126 60	73 55		5	1	
Danis Private Line	L'Annonciation			10,050 00	1,890 00	1,463 00		70	6	1,463 00
Drummond Tel. Co., Ltd.	Drummond	8,200 00		8,941 60	4,295 15	1,065 00				
East Wakefield Tel. Co.	St. Pierre de Wakefield	2,500 00		2,500 00	417 52	341 36		34	2	85 00
Eastern Townships Tel. Co.	Sherbrooke	40,000 00	50,000 00		21,310 00	17,350 00		1,540	26	8,200 00
Farmers Tel. Syndicate	Bedford	777 00		775 00	41 25	51 90		21		
Foster and Bondville Prlvate Tel Co.	Foster Junction			400 00		13 00		10		
Farrelton and Fieldville Tel. Co.	Farrelton			4,300 00	763 00	500 00		50	1	300 00
Geneva Rural Tel. Asso.	Geneva	420 00		1,000 00	104 50	110 00		19		
Graham Tel. Co.	Buckingham			400 00	135 00	35 25		7	1	20 00
Henryville Tel. Co.	Henryville	2,000 00		2,000 00	577 50	468 00		43	2	240 00
Hill Tel. Line	Bedford			5,000 00	2,035 00	1,035 00		170	4	500 00
Joyal and Boneau Private Line	Actonvale	200 00		200 00	102 45	116 50		5		
†Kamouraska Tel. Co.	Fraserville	141,250 00	89,500 00	198,403 37	18,769 58	12,478 14		1,300	68	
Laurentide Tel. Co.	Gatineau Point	2,100 00		2,296 00	404 00	241 00		28	5	208 00
Little Nation Tel. Co.	Cheneville	2,250 00		4,500 00	1,000 00	737 75		52	10	250 00
Lievre River Tel. Co., Ltd.	Buckingham			25,749 49	989 96	392 21		57		
Macdonald and O'Brien Private Line	Hervey Junction			69,625 00	1,691 15	4,908 00		53		2,052 00
Maniwaki Tel. Co.	Maniwaki	2,100 00		2,000 00	7,500 00	6,500 00		23		
Maniwaki Electric Tel. Co.	Maniwaki	4,500 00		10,402,52	1,633 81	360 74	4	51	1	365 00

Megantic Peoples Tel. Co....	Rectory Hill.....	24,000 00		32,000 00	6,000 00	4,443 00		570	7	3,800 00
Melbourne Ridge Tel. Co., Ltd.....	Melbourne.....	2,000 00	1,600 00	1,066 26	449 00	218 90		28	1	25 00
Merchants Tel. Co. of Montreal.....	Montreal.....	61,100 00	218,414 46	235,700 00	20,435 00	24,243 94		675 00	26	10,687 00
Miltimore Tel. System.....	Iron Hill.....			4,000 00	1,430 00	165 00		90		
National Tel. Co.....	Levis.....	606,400 00	150,596 00	778,532 15	40,452 51	14,051 16	352	1,979	121	14,878 68
Notre Dame de Ham Tel. Co.....	Notre Dame de Ham.....		2,780 00	3,042 00	712 00	464 40		62		
Orford Tel. Asso.....	Sherbrooke.....			200 00	75 00	40 00		5		
Otis Quarries Ltd., Tel. Line.....	Grand Ligne.....									
Pike River Farmers Tel. Asso.....	Pike River.....	1,700 00		1,700 00	220 00			32		
Portneuf Tel. Co.....	St. Casimir.....	40,700 00		50,036 41	10,276 29	6,675 82		465		
Pratte Tel. Co.....	St. Celestin.....	15,000 00		15,000 00	3,898 27	3,287 73		280		
Rupert and North Wakefield Tel. Co.....	North Wakefield.....	1,800 00		1,800 00	550 00	298 60		59		
Saguenay and Quebec Tel. Co.....	Chicoutimi.....	40,600 00	81,000 00	134,323 56	12,060 09	6,651 33		672	26	5,225 00
St. Catherine and St. Joachim Tel. Co..	St. Catherine.....				1,300 00	685 00		120	6	200 00
St. Charles Private Tel. Co.....	St. Charles.....			600 00	120 00	20 00		13		
St. Gabriel de Brandon Tel. Co.....	St. Gabriel de Brandon.....				520 00	640 00		34	3	350 00
St. Henri de Mascouche Tel. Syndicate..	St. Henri de Mascouche.....							12		
St. Hugues Private Line.....	St. Hugues.....			200 00	284 00	203 53		42		
St. Luc Private Line.....	Champlain.....			7,500 00	780 00	130 00		50	2	120 00
St. Lucie Tel. Co.....	Ste. Lucie.....			450 00				5		
St. Madeleine Tel. Syndicate.....	Ste. Madeleine.....			128 00				9		
St. Maurice and Chaplain Tel Co.....	Batiscan.....	35,200 00	10,000 00	51,259 78	4,773 44	3,568 73		225	14	
St. Ours Tel. Co.....	St. Ours.....	3,500 00		7,700 00	900 00	570 00		50	7	400 00
St. Philemon Tel. Co.....	St. Philemon.....	1,050 00		4,000 00	1,093 25	671 28		47	8	87 00
St. Sebastien Tel. Co.....	St. Sebastien.....	2,520 00	340 00	2,361 24	150 00	132 50		78	2	132 50
South Durham Bethel and Davidson Hill Tel. Co.....	South Durham.....	600 00		600 00	10 00	5 00		6		
Tourist and Rivière du Loup Falls Tel. Co.	St. Paulin.....			8,000 00	2,056 35	898 55		117		
Valcourt Tel. Co.....	Valcourt.....	3,000 00		3,000 00	362 75	120 00		30	1	150 00
Vale Perkins and Mansonville Private Line	Vale Perkins.....			340 00	50 00	25 00		5		
Villeneuve Private Line.....	Lavaltrie.....			845 00	170 00	40 00		8		
Wakefield and Masham Tel. Co.....	Wakefield.....	1,600 00		1,600 00	1,133 89	430 45		66	3	313 49
Weedon Tel. Co.....	Weedon Station.	1,500 00						30	2	60 00
Woburn Tel. Co.....	Woburn.....			950 00	184 00	174 64		8	1	90 00
Wright and Pontiac Tel Co.....	Heyworth.....	2,200 00		1,818 17	607 30	256 53		44	2	200 00
Total.....		13,675,467 00	5,525,230 46	27,480,159 90	7,242,056 72	5,567,880 15	45,906	20,667	8,449	381,859 71

†1911 figures. *Quebec only.

TABLE 4.—Statement of Miles of Wire Equipment—Urban and Rural.

Name of Company.	Address.	URBAN.					RURAL.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Quebec.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Arundel Tel. Co.	Arundel						50				
Asbestos Tel. Co.	Asbestos						4				
Beauce Tel. Co.	Beauceville	161	37				140				
Beaudoin Tel. System	Broughton Station						70				
*Bell Tel. Co., Ltd.	Montreal			32,411	102,564	174	30,030				
Bellevidere Tel. Syndicate	Sherbrooke						4				
Bessette Tel. System	St. Sabine						10				
Blanchard Tel. Co.	St. Marc						1				
Brompton Pulp & Paper Co's. Private Line	East Angus	3					17				
Canadian Tel. Co.	Sawyerville	200		25			600				
Charlevoix & Saguenay Tel. Co.	Murray Bay	800	10	4·25			266	220			
Chateau Richer Tel. System	Chateau Richer						2·50				
Citizens Tel. Co.	Dunham						350				
Conception Tel. Asso.	Conception						5				
Danis Private Line	L'Annonciation	11					115				
Drummond Tel. Co., Ltd.	Drummond										
East Wakefield Tel. Co.	St. Pierre de Wakefield						34				
Eastern Township Tel. Co.	Sherbrooke	40	6	13			300				
Farmers Tel. Syndicate	Bedford						24				
Foster & Bondville Private Tel. Co.	Foster Junction						4·50				
Farrelton and Fieldville Tel. Co.	Farrelton	10	·75				44				
Geneva Rural Tel. Asso.	Geneva						11				
Graham Tel. Co.	Buckingham						5				
Henryville Tel. Co.	Henryville	2·50					38				
Hill Tel. Line	Bedford	25					100				
Joyal & Boneau Private Line	Actonvale						2·50				
†Kamouraska Tel. Co.	Fraserville						4,850				
Laurentide Tel. Co.	Gatineau Point	3					17				
Little Nation Tel. Co.	Cheneville	5					20	46			
Lievre River Tel. Co., Ltd.	Buckingham							120			
Macdonald & O'Brien Private Line	Hervey Junction						187	43			

Maniwaki Tel. Co.	Maniwaki	5					17				
Maniwaki Electric Tel. Co.	Maniwaki						92				
Megantic People's Tel. Co.	Rectory Hill						640				
Melbourne Ridge Tel. Co.	Melbourne						30				
Merchants Tel. Co. of Montreal	Montreal	800		3,758·50							
Miltimore Tel. System	Iron Hill						80				
National Tel. Co.	Levis		854	600	75		3,421				
Notre Dame de Ham Tel. Co	Notre Dame de Ham						15				
Oxford Tel. Asso.	Sherbrooke						4				
Otis Quarries, Ltd., Tel. Co.	Grand Ligne										
Pike River Farmers Tel. Asso.	Pike River						14				
Portneuf Tel. Co	St. Casimir						200				
Pratte Tel. Co.	St. Celestin						150				
Rupert & North Wakefield Tel. Co	North Wakefield						25				
Saguenay & Quebec Tel. Co.	Chicoutimi	352	184	128			479	180			
St. Catherine &St. Joachim Tel. Co.	St. Catherine						40				
St. Charles Private Tel. Co.	St. Charles						3				
St. Gabriel de Brandon Tel. Co.	St. Gabriel de Brandon	50					10				
St. Henri de Mascouche Tel. Syndicate	St. Henri de Mascouche										
St. Hugues Private Line	St. Hugues						14		50		
St. Luc Private Line	Champlain						40				
St. Lucie Tel. Co.	St. Lucie						10				
St. Madeleine Tel. Syndicate	St. Madeleine						9				
St. Maurice & Champlain Tel. Co.	Batiscan	200		47			191	15			
St. Ours Tel. Co.	St. Ours	50					25				1
St. Philemon Tel. Co.	St. Philemon						54				
St. Sebastien Tel. Co.	St. Johns						42				
South Durham, Bethel & Davidson Hill Tel. Co.	South Durham						17				
Tourist & Rivière du Loup Falls Tel. Co.	St. Paulin	250		5	7		350				
Valcourt Tel. Co.	Valcourt						20				
Vale Perkins & Mansonville Private Line	Vale Perkins						6				
Villeneuve Private Line	Lavaltrie						12				
Wakefield & Masham Tel. Co.	Wakefield						42				
Weedon Tel. Co.	Weedon Station						9				
Woburn Tel. Co.	Woburn	4					18				
Wright & Pontiac Tel. Co.	Heyworth						136				
Total		2971·50	1,091·75	36,991·75	102,646		43,516·50	624	·50		1

*Quebec wire mileage only. † 1911 figures

TABLE 5.—Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magneto	No.	Amount.
Saskatchewan.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Abbotsford R. Tel. Co. Ltd	Wolesley	6,925 00		6,600 00	197 00	197 00		37	2	150 00
Adelaide R. Tel. Co. Ltd	Rouleau	1,825 00		1,200 00	246 00	188 00		21		25 00
Almeda R. Tel. Co. Ltd	Almeda				1,260 00	900 00		76	4	484 00
Allan R. Tel. Co. Ltd	Allan	9,375 00		10,170 60	1,290 00	940 00		86	2	720 00
Allindale R. Tel. Co. Ltd	Sintaluta	2,375 00			150 75	74 55		19		
Arm River R. Tel. Co. Ltd	Girvin	2,000 00	925 00	1,060 00	165 00	93 35			1	25 00
Audrey R. Tel. Co	Carievale	2,500 00		1,562 27	178 40	72 40		16		
Argyle R. Tel. Co	Craik	1,125 00		2,008 34	306 00	58 20		17		
Ambassador R. Tel. Co	Nokomis	1,400 00		1,239 00				14		
Balcarres North R. Tel. Co. Ltd	Balcarres	875 00		873 00	70 00	34 25		7		
Balcarres South R. Tel. Co. Ltd	Balcarres	2,700 00	3,300 00	3,355 00	250 00	495 00			2	150 00
Balcarres West R. Tel. Co. Ltd	Balcarres	1,350 00		1,010 00	30 00	17 35		10		
Bee Line R. Tel. Co	Abernethy	1,175 00		1,120 00	49 00	49 00		8		
Belbeck R. Tel. Co	Belbeck	3,800 00		3,875 00	625 80	130 44		31		
Benson R. Tel. Co	Estevan	1,300 00						11		
Bonnie Blink R. Tel. Co	Pense	1,500 00		1,000 00	180 00	120 00		12		
Boggy Creek R. Tel. Co. Ltd	Lumsden	2,675 00	200 00	2,675 00	402 00	402 00		23		96 00
Broderick R. Tel. Co. Ltd	Broderick	4,225 00	3,059 57	7,565 00	1,179 75	530 30		58	2	375 00
Broadway R. Tel. Co	Bell Plaine	1,100 00		1,078 39	62 00	62 00		12		
Brownhill R. Tel. Co	Grenfell	2,400 00	250 00	2,500 00	81 65	158 00		21	1	50 00
Buck Lake Farmers Mutual Tel. Co. Ltd	Milestone	1,150 00		1,255 00	304 00	308 70		20		
Buffalo Head R. Tel. Co. Ltd	Arcola	3,750 00		4,363 90	600 00	322 25		28	1	25 00
Buffalo Hill R. Tel. Co. Ltd	Southey	2,250 00		2,650 00	285 00	113 20		19		
Buffalo Lake R. Tel. Co. Ltd	Tuxford	3,700 00		3,500 00	425 85	331 05		28	1	293 30
Capital R. Tel. Co	Regina	1,200 00		819 85				7		
Carievale Tel. Co. Ltd	Carievale	2,450 00		3,505 80	1,031 45	1,096 17		45	4	545 00
Carmel R. Tel. Co. Ltd	Moosejaw	1,750 00		1,750 00	159 31	159 31		14		
Chickney R. Tel. Co	Abernethy	1,000 00		650 00	72 00	59 00		8		
Chester R. Tel. Co	Moosejaw	3,600 00		3,600 00	594 00	293 00		33		
Cobourg R. Tel. Co	Moosejaw	800 00		800 00	69 55	58 00		7		
Corinne R. Tel. Co	Milestone	3,300 00		3,500 00	643 00	570 80		44		
Cory R. Tel. Co. Ltd	Saskatoon	2,900 00		3,200 00	725 00	107 75		29		
Coulee R. Tel. Co. Ltd	Pense	1,300 00		1,250 00	238 30	200 00		13	2	150 00
Coulee View R. Tel. Co	Grand Coulee	1,200 00			109 00	109 00				

Creelman R. Tel. Co.	Creelman	5,750 00		5,750 00	2,180 00	890 00	80	2	440 00
Cupar R. Tel. Co.	Cupar	800 00							
Davidson Western R. Tel. Co.	Davidson	1,000 00		910 00	200 00	50 00	10		
Dalesboro R. Tel. Co.	Dalesboro	1,350 00		1,328 41	180 00	14 60	12	1	10 00
Dalmeny R. Tel. Co.	Dalmeny	5,100 00		5,273 95	590 45	485 64	75	2	265 00
Dee Line R. Tel. Co.	Abernethy	375 00		365 00	52 20	45 00	5		
Deveron R. Tel. Co.	Deveron	1,700 00		1,700 00			17		
Doukobor Tel. Co. Ltd.	Verigin	5,000 00		2,731 20	360 00	360 00	5		
Drinkwater-Briererest R. Tel. Co.	Drinkwater	1,075 00		1,609 39	486 00	457 00	27	1	
Duff R. Co. Ltd.	Duff	1,900 00		1,781 00	114 00	45 00	13		
Dundurn R. Tel. Co.	Dundurn	2,900 00		5,335 00	374 71	374 71	42		
Dundurn Tel. Co. Ltd.	Dundurn	2,500 00		281 06	1,683 62	1,123 76	51	5	800 00
Duval and Long Lake R. Tel. Co. Ltd.	Mayview	4,500 00	1,000 00	3,975 00	420 00	140 00	32	2	240 00
East Fillmore Tel. Co.	Fillmore	1,500 00	200 00	1,700 00	260 00	88 70	13	1	20 00
East Halbrite R. Tel. Co.	Halbrite								
East R. Tel. Co. Ltd.	Abernethy	2,700 00		2,700 00	178 45	36 00	7		
Eastview R. Tel. Co. Ltd.	Elstow	1,152 00		1,552 25	33 80	33 80	13		
Edgeley R. Tel. Co. Ltd.	Qu'Appelle	4,075 00		4,200 00	248 70	276 08	28		
Edzell R. Tel. Co.	Saskatoon	4,800 00		1,825 00	320 00	179 00	32	1	20 00
Elgin R. Tel. Co. Ltd.	Moosimin	600 00		600 00	108 00	100 80	9	1	10 00
Ellisboro R. Tel. Co. Ltd.	Ellisboro	3,725 00		3,600 00	300 00	180 00	32	1	50 00
Elmore R. Tel. Co.	Elmore	5,525 00		5,575 00	675 00	675 00	75		
Elstow R. Tel. Co. Ltd.	Elstow	6,400 00		4,000 00	1,260 00	687 00	86	1	100 00
Empire R. Tel. Co. Ltd.	Carievale	1,050 00		1,060 00	168 50	126 13	14	1	10 00
East Weyburn R. Tel. Co.	Weyburn	500 00		521 60	591 00	56 30	5		
Farmington R. Tel. Co.	Hanley	1,050 00		1,200 00			12		
Fair Play R. Tel. Co.	Indian Head								
Fairmede R. Tel. Co. Ltd.	Earlswood		3,300 00	3,300 00	432 00	347 80	24	1	50 00
Fairview R. Tel. Co. Ltd.	Regina	900 00		996 00	112 00	89 40			
Farmers Northeast Tel. Co.	Kronan	950 00		1,045 00	202 80	193 80			
Fleming Tel. Co.	Fleming	1,450 00		2,380 00	1,184 60	1,078 49		2	520 00
Fleming North R. Tel. Co.	Fleming	1,950 00		1,950 00	344 00	172 00	24	1	20 00
Fleming South R. Tel. Co.	Fleming	2,675 00	2,825 00	3,100 00	562 00	104 50	38		
Florence R. Tel. Co. Ltd.	Carnduff	2,500 00		2,500 00	496 09	470 50	30	2	130 00
Foam Lake R. Tel. Co.	Foam Lake								
Forest R. Tel. Co. Ltd.	Lumsden	3,300 00		3,200 00	576 00	247 00			
Fort Pelly Tel. Co. Ltd.	Pelly	710 00		695 00	6 00	6 00	11		
Foster R. Tel. Co. Ltd.	Abernethy	2,500 00		2,500 00	300 00	180 50	22	1	25 00
Francis R. Tel. Co. Ltd.	Francis	3,100 00		3,489 50	400 00	210 35	26		
Foxleigh R. Tel. Co.	Regina	2,600 00		2,780 00			13		
Francis North R. Tel. Co.	Francis	900 00		3,194 00			26		
Glen Ewen R. Tel. Co. Ltd.	Glen Ewen	9,000 00		8,264 20	1,806 35	1,463 94	77	3	1,060 00
Glenside R. Tel. Co. Ltd.	Glenside	2,625 00		2,500 00	567 00	666 00	20	2	264 00
Govan R. Tel. Co. Ltd.	Govan	8,975 00		12,513 85	3,145 50	1,936 00	97	2	
Gray Milestone R. Tel. Co. Ltd.	Milestone	2,250 00		2,886 00	285 60	285 60	28		
Greendale R. Tel. Co.	Boharm	1,000 00		750 00	64 40	69 00	7		
Grassmere R. Tel. Co.	Qu'Appelle	1,200 00		1,450 00	20 00	15 00	13		
Graytown R. Tel. Co. Ltd.	Windthorst	2,525 00		1,355 69	523 00	173 20	21	6	81 00
Grenfell R. Tel. Co. Ltd.	Grenfell	1,575 00		1,978 13	278 95	109 55	19	1	25 00
Hay Creek R. Tel. Co.	Maple Creek	950 00		900 00			8		
Hepburn R. Tel. Co. Ltd.	Hepburn	5,025 00		5,552 18	223 00	223 00	67		

Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.—*Continued.*

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magneto	No.	Amount.
Saskatchewan—Con.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Heward R. Tel. Co.	Heward	3,850 00		3,850 00	234 00	234 00		13	1	80 00
Heils Lake R. Tel. Co. Ltd.	Lemberg	2,250 00		1,962 50				18		
Hill Farm R. Tel. Co. Ltd.	Lemberg	3,775 00		4,340 00	465 00	126 20		31		
Huron & Clinton R. Tel. Co. Ltd.	High Pond	3,500 00			396 16	348 50		28	2	65 00
Huronville R. Tel Co.	Huronville	3,025 00		3,228 50				32		
Holdonian R. Tel. Co.	Francis	475 00		858 00	108 00	105 00		9		
International R. Tel. Co.	North Portal	700 00		685 00	160 00	89 50		10		
Kenlis R. Tel. Co. Ltd.	Kenlis	1,250 00		1,250 00	225 00	50 00		15	1	15 00
Kenilworth R. Tel. Co. Ltd.	Pense	4,800 00			180 00					
Kinley R. Tel. Co.	Kinley	1,375 00		562 14	192 50	227 50		11	1	35 00
Kendalton R. Tel. Co.	Kendalton	900 00						9		
King Edward R. Tel. Co.	Regina							12		
Lang Mutual No. 1 R. Tel. Co.	Lang	630 00		612 50				18		
Lang Mutual No. 2 R. Tel. Co.	Lang	630 00		480 00				18		
Lang Mutual No. 3 R. Tel. Co.	Lang	700 00		1,540 00				14		
Lang Mutual No. 4 R. Tel. Co.	Lang	1,200 00		1,200 00				23		
Lang Mutual No. 5 R. Tel. Co.	Lang	1,400 00						29		
Livingston R. Tel. Co.	Brownlee	1,150 00						11		
Lac Qui Parle Tel. Co.	Midale	5,800 00		5,800 00	460 00	460 00		58		
Laird R. Tel. Co., Ltd.	Laird									
Lake Centre R. Tel. Co., Ltd.	Strassburg									
Lake R. Tel. Co.	Abernethy	600 00		650 00	39 00	29 00		8		
Lampman R. Tel. Co., Ltd.	Lampman	625 00	250 00	2,671 13	30 00	30 00		16		
Langbank R. Tel. Co.	Langbank	22,650 00		1,225 00	84 10	6 00		11		
Lumsden Beach R. Tel. Co.	Lumsden	2,400 00		1,000 00	222 00	274 40		24	1	35 00
Lumsden Radial Tel. Co., Ltd.	Lumsden	3,000 00		3,000 00	3,200 00	2,465 00		100	5	1,800 00
Maple Leaf R. Tel. Co., Ltd.	Tuxford	2,500 00		1,100 00	359 00	342 00		20	3	330 00
Maple Valley R. Tel. Co.	Davidson		3,937 00	4,170 00	560 00	294 47		28	1	25 00
Markinch R. Tel. Co.	Markinch									
Melford R. Tel. Co.	Melford		9,100 00	9,100 00	2,355 00	1,508 76		112		900 00
Midale Tel. Co., Ltd.	Midale	1,700 00	400 00	2,316 46	917 28	700 93		29	2	480 00
Milestone Farmers Mutual Tel. Co., Ltd.	Milestone	315 00	1,500 00	3,405 00	2,521 45	2,825 37		67	2	1,817 35
Minnesota R. Tel. Co.	Vanscoy	575 00		829 90	237 50	363 90		21		
Moosejaw-Enterprise R. Tel. Co.	Moosejaw	875 00		810 00	140 00	73 00		7		

Moosejaw ,Granton & Blue Hill R. Tel. Co., Ltd	Moosejaw	4,800 00	1,100 00		680 00	659 00		45	1	100 00
Moosomin East R. Tel. Co., Ltd	Moosomin	775 00	750 00	1,100 00	160 00	91 55		10	5	2,800 00
Moosomin R. Tel. Co., Ltd	Moosomin	3,750 00		3,940 32	844 80	335 10		53	1	50 00
Moose Mountain R. Tel. Co., Ltd	Arcola	4,875 00		4,633 92	780 00	660 39		39	2	432 40
McTaggart R. Tel. Co	McTaggart	4,825 00		5,747 00	685 60	679 70		68	3	1,035 00
New Deloraine R. Tel. Co	Davidson									
New Steinbach R. Tel. Co	Aberdeen	1,200 00		2,259 55	27 00	27 00		9		
North Aberdeen R. Tel. Co., Ltd	Aberdeen	525 00		600 00	144 00	31 90		6		
North Carievale R. Tel. Co	Carievale	900 00		877 49	65 00	65 00		13	1	60 00
North Antler R. Tel Co	Antler									
North East Weyburn R. Tel. Co	Weyburn	1,100 00		886 80	110 70	110 70		11		
North Halbrite R. Tel. Co., Ltd	Halbrite	3,475 00		4,511 60	336 00	129 00		27		
North Pense R. Tel. Co	Pense	6,450 00		6,460 00	945 00	189 00		63	3	756 00
North Portal R. Tel. Co., Ltd	North Portal	2,275 00		2,537 00	522 00	243 90		29		
North Regina R. Tel. Co	Regina									
North Weyburn R. Tel. Co	Weyburn	3,300 00		3,219 98	422 50	99 75		32		
Norquay Neewin R. Tel. Co	Norquay	2,407 50		2,407 50				50		
Nutana R. Tel. Co	Saskatoon	900 00		900 00	144 00	47 80		9		
Okabena R. Tel. Co	Drinkwater	990 00		985 72	63 00	63 00		18		
Oxbow R. Tel. Co	Oxbow	5,675 00		7,072 00	1,134 00	518 00		63	1	335 00
Oxbow Tel. & Lighting Co., Ltd	Oxbow	1,975 00	4,600 00	6,004 80	2,839 75	1,672 92		86	3	761 50
Pasqua R. Tel. Co	Pasqua	500 00						10		
Pasqua S.E. R. Tel. Co., Ltd	Pasqua	1,000 00		1,240 00	11 00	11 00		9		
Pengarth R. Tel. Co	Pengarth	2,900 00		1,260 00	300 00	83 00		20		
Pheasant Creek R. Tel. Co	Lemberg	2,500 00		1,991 02	159 40	204 82		21	1	15 00
Pheasant Forks R. Tel. Co	Lemberg	1,800 00		1,500 00	60 00	60 00		12		
Pheasant Plains R. Tel. Co., Ltd	Blackwood	1,675 00		1,945 90	151 00	73 10		11	1	12 00
Pioneer R. Tel. Co	Moose Jaw	1,100 00		1,100 00	55 00	50 00		11		
Prairie Centre Farmers Tel. Co	Erskine	4,500 00		3,375 00	273 00	288 00		70		
Prairie Home R. Tel. Co	Craik	1,800 00		2,300 00	270 00	58 80		18		
Prairieville R. Tel. Co	Swift Current	875 00		1,000 00	180 00	100 00		10		
Red Fox Valley R. Tel. Co	Sintaluta	2,800 00		2,600 00	140 00	25 00		19		
Regina Beach R. Tel. Co	Lumsden	2,500 00		2,900 00		221 70		25	1	105 00
Regina Grandview R. Tel. Co., Ltd	Kronau	3,850 00		3,805 85	330 00	239 25		22		
Riga R. Tel. Co	Riga	1,500 00		1,600 00	240 00	94 00				
Riverside R. Tel. Co	Rouleau									
Rocanville R. Tel. Co., Ltd	Rocanville	6,000 00		5,522 00	1,018 00	1,021 51		55		
Rose Valley R. Tel. Co	Indian Head	4,075 00		4,085 92	661 00	370 25		37	2	55 00
Rosthern R. Tel. Co	Laird									
Rough Bark R. Tel. Co	Goodwater	1,875 00		1,900 00	300 00	115 00		23	5	90 00
Rouleau Farmers Tel. Co., Ltd	Rouleau	1,600 00		1,750 00	318 75	555 00		25	7	375 00
Ruby R. Tel. Co	Aylesbury	1,100 00		1,100 00	66 00	50 70		11		
Rudolf R. Tel. Co., Ltd	Rouleau	1,275 00		1,600 00	336 00	85 00		14	1	25 00
Rufus R. Tel. Co	Pense	1,100 00		532 77	198 00	59 96		11	3	136 84
Saskatchewan Government Telephones	Regina		3,481,960 54	3,481,960 54	434,112 80	242,183 02	*5,401	5,613	182	337,624 92
Saltcoats R. Tel. Co	Saltcoats	6,575 00		8,640 00	1,424 20	1,432 95		82	1	150 00
Sherwood R. Tel. Co	Regina	4,375 00		4,000 00				35		
Silverton R. Tel. Co	Carnduff	1,875 00		1,875 00	440 00	150 00		22	2	35 00

*Includes 925 automatic telephones.

Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.—*Continued.*

Name of Company—Con.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magneto	No.	Amount.
Saskatchewan—Con.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Simpson R. Tel. Co.	Simpson	4,150 00		5,000 00	1,260 00	762 25		59	3	590 00
South Antler R. Tel. Co.	Carnduff	1,100 00		1,100 00	156 00	116 59		13	2	35 30
South Arcola R. Tel. Co.	Arcola	4,375 00		4,327 05	700 00	580 88		35	2	291 48
South Carievale R. Tel. Co., Ltd.	Carievale	1,125 00		973 00	150 00	210 42		15	1	10 00
South Gainsborough R. Tel. Co.	Gainsborough	2,475 00		2,500 00	200 00	200 00		25	2	145 00
Springdale R. Tel. Co.	Regina	1,125 00		1,565 52	144 00	144 00		12		
Spring Coulee R. Tel. Co.	Sintaluta	1,225 00		1,166 43	100 00	60 00		10		
South Carlyle R. Tel. Co.	Carlyle	975 00		475 74				8		
South Regina R. Tel. Co.	Regina	1,000 00						10		
Springcreek-Coverdale R. Tel. Co., Ltd.	Moosomin	3,575 00		1,627 35	520 00	160 00		26		
Stewart Valley-Leinan R. Tel. Co.	Stewart Valley	2,025 00		1,900 61				12		
Stony Beach R. Tel. Co., Ltd.	Belle Plaine	5,500 00		4,859 07	626 25	462 51		55	3	411 65
Stanley R. Tel. Co., Ltd.	Moosomin	1,100 00			180 00	15 00		12		
Summerberry R. Tel. Co.	Summerberry	4,325 00		4,275 00				36		
Stoughton R. Tel. Co.	Stoughton	3,600 00		2,775 00	136 65	136 65		36	1	20 00
Summerberry Village Tel. Co.	Summerberry	352 00		350 00	33 00	33 00				
Summerhill R. Tel. Co.	Grenfell	1,125 00		1,082 32	135 00	71 50		9		
Summerside R. Tel. Co.	Caron	4,525 00		4,172 17	342 50	342 50		33		
Sunny Hill R. Tel. Co.	Drinkwater									
Sunrise R. Tel. Co.	Grand Coulee	1,200 00		505 12	494 36	494 36		12		
Sunny South R. Tel. Co., Ltd.	Indian Head	1,050 00		1,059 48	204 20	92 24		11		
Superior R. Tel. Co.	Swift Current	2,000 00								
Sutherland R. Tel. Co.	Saskatoon	1,200 00			108 90	108 90		12		
Sydenham R. Tel. Co., Ltd.	Guernsey	2,250 00		2,250 00	349 50	130 00		19		
Tantallon R. Tel. Co., Ltd.	Tantallon	3,500 00		3,200 00	480 00	205 00		33	2	175 00
Theodore Springside and Beaverdale R. Tel. Co.	Theodore	3,525 00			700 00	423 25		46	2	200 00
Thunder Creek R. Tel. Co., Ltd.	Carievale	925 00		950 00	97 60	83 50		13		
Truax R. Tel. Co.	Avonlea	5,000 00		5,000 00	926 10	1,222 10		34	1	175 00
Vanscoy R. Tel. Co., Ltd.	Vanscoy									
Vernon R. Tel. Co.	Moosejaw	375 00		380 00	64 65	43 50		5		
View Hill R. Tel. Co., Ltd.	Estevan	2,850 00		2,793 56	288 00	133 30		23	1	50 00
Venn R. Tel. Co.	Venn	1,921 90	3,977 90	7,639 35	1,008 00	820 00		56		
Waldheim R. Tel. Co., Ltd.	Waldheim	2,200 00		1,870 00	250 00	250 00		25	4	150 00

Wall Lake R. Tel. Co.	Dundurn	1,050 00		1,300 00	170 00	104 00		12		
Wascana R. Tel. Co., Ltd.	Lumsden	2,600 00		2,550 00	214 00	211 00		26	1	20 00
Weldon R. Tel. Co., Ltd.	Grenfell	3,900 00		3,900 00	57 50	96 25		28		
Welwyn R. Tel. Co.	Cailmount	2,850 00		1,392 00	725 00	254 30		45	2	248 00
Westfield R. Tel. Co., Ltd.	Wolseley	2,850 00		2,175 00	275 00	158 00		23		
West Pioneer R. Tel. Co.	Moose Jaw									
Westview R. Tel. Co.	Westview	5,100 00		5,100 00	272 00	272 00		34		
West Weyburn R. Tel. Co.	Weyburn	375 00		375 00	25 00	18 25		5		
Weyburn R. Tel. Co., Ltd.	Weyburn	9,375 00		9,150 00	1,500 00	1,135 00		75	3	625 00
Wheatland R. Tel. Co., Ltd.	Carnduff	4,000 00		4,000 00	900 00	550 00		50	1	50 00
Wide Awake R. Tel. Co., Ltd.	Indian Head	3,900 00		4,765 00	936 00	390 19		39	1	85 00
Wilcox Mutual R. Tel. Co., Ltd.	Wilcox	2,925 00		2,600 00	1,512 00	1,123 00		83	3	880 00
Wildwood R. Tel. Co.	Carlyle	1,300 00		1,425 00	300 00	150 50		12		
Willmar R. Tel. Co., Ltd.	Willmar	4,800 00		5,126 00	420 00	252 00		34	1	180 00
Windum R. Tel. Co., Ltd.	Waldheim	3,900 00		4,737 00	520 00	340 00		52	3	280 00
Woodlands R. Tel. Co.	Moosomin	2,200 00		2,201 15	340 00	20 00		17	1	25 00
Wheatbelt No. 1 R. Tel. Co.	Delisle	3,050 00		3,545 00				29		
Wheatbelt No. 2 R. Tel. Co.	Delisle	3,025 00		3,540 00				32		
Wheatbelt No. 3 R. Tel. Co.	Delisle	750 00		2,100 00				14		
Yellow Grass R. Tel. Co., Ltd.	Yellow Grass	1,700 00		1,700 00	150 95	150 95		179		
Yorkton R. Tel. Co., Ltd.	Yorkton	8,300 00		8,000 00	830 00	495 00		83		
Yorkton North R. Tel. Co., Ltd.	Yorkton	4,600 00		5,490 45	430 00	141 25		43		
Total		532,808 40	3,522,635 01	3,997,931 74	517,559 18	299,588 66	5,401	11,269	347	362,410 74

Table 6.—Statement of Miles of Wire Equipment—Urban and Rural.

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Saskatchewan—Con.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Abbotsford R. Tel. Co., Ltd.	Wolesley						44·50				
Adelaide R. Tel. Co., Ltd.	Rouleau						40				
Alameda R. Tel. Co., Ltd.	Alameda						75				
Allan Rural Tel. Co., Ltd.	Allan						86				
Allindale R. Tel. Co., Ltd.	Sintaluta						48				
Arm River R. Tel. Co., Ltd.	Girvin						47	2			
Audrey R. Tel. Co.	Carievale						35				
Argyle R. Tel. Co.	Craik						32				
Ambassador R. Tel. Co.	Nokomis						23				
Balcarres North R. Tel. Co.	Balcarres	2					14				
Balcarres South R. Tel. Co.	Balcarres						27·50				
Balcarres West R. Tel. Co., Ltd.	Balcarres						19				
Bee Line R. Tel. Co.	Abernethy						9				
Belbeck R. Tel. Co.	Belbeck						30·25				
Benson R. Tel. Co.	Estevan						22				
Bonnie Blink R. Tel. Co.	Pense						12				
Boggy Creek R. Tel. Co., Ltd.	Lumsden						60				
Broderick R. Tel. Co., Ltd.	Broderick						169				
Broadway R. Tel. Co.	Belle Plaine						11				
Brownhill R. Tel. Co.	Grenfell						23				
Buck Lake Farmers' Mutual Tel. Co. Ltd	Milestone						18·25				
Buffalo Head R. Tel. Co.	Arcola						30				
Buffalo Hill R. Tel. Co., Ltd.	Southey						51				
Buffalo Lake R. Tel. Co., Ltd.	Tuxford						28 50				
Capital R. Tel. Co.	Regina						18				
Carievale Tel. Co., Ltd.	Carievale			32							
Carmel R. Tel. Co., Ltd.	Moose Jaw						39·33				
Chickney R. Tel. Co.	Abernethy						6·75				
Chester R. Tel. Co.	Moose Jaw						98				
Cobourg R. Tel. C.	Moose Jaw						12				
Corinne R. Tel. Co.	Milestone						44				
Cory R. Tel. Co., Ltd.	Saskatoon								22		

Coulee R. Tel. Co., Ltd.	Pense									30·50	
Coulee View R. Tel. Co.	Grand Coulee									10·50	
Creelman R. Tel. Co.	Creelman		15							175	
Cupar R. Tel. Co.	Cupar										
Davidson Western R. Tel. Co.	Davidson									19	
Dalesboro R. Tel. Co.	Dalesboro									30	
Dalmeny R. Tel. Co.	Dalmeny									45·50	
Dee Line R. Tel. Co.	Abernethy									3·50	
Deveron R. Tel. Co.	Deveron									16	
Doukobor Tel. Co., Ltd.	Verigin									55	
Drinkwater-Briercrest R. Tel. Co.	Drinkwater									15	
Duff R. Tel. Co., Ltd.	Duff									52	
Dundurn R. Tel. Co.	Dundurn									75	
Dundurn Tel. Co., Ltd.	Dundurn							28	4		
Duval & Long Lake R. Tel. Co., Ltd.	Mayview									64	
East Fillmore Tel. Co.	Fillmore									13	
East Halbrite R. Tel. Co.	Halbrite									40	
East R. Tel. Co.	Abernethy									7	
Eastview R. Tel. Co., Ltd.	Elstow									24	
Edgeley R. Tel. Co., Ltd.	Qu'Appelle									32·50	
Edzell R. Tel. Co.	Saskatoon									32	
Elgin R. Tel. Co., Ltd.	Moosomin									10·50	
Ellisboro R. Tel. Co., Ltd.	Ellisboro									32	
Elmore R. Tel. Co.	Elmore									136·00	
Elstow R. Tel. Co., Ltd.	Elstow									70	
Empire R. Tel. Co., Ltd.	Carievale									17·50	
East Weyburn R. Tel. Co.	Weyburn									10	
Farmington R. Tel. Co.	Hanley									24	
Fair Play R. Tel. Co.	Indian Head									37	
Fairmede R. Tel. Co., Ltd.	Earlswood									65	
Fairview R. Tel. Co.	Regina									12	
Farmers' Northeast Tel. Co.	Kronan									27	
Fleming Tel. Co.	Fleming	10		1						120	
Fleming North R. Tel. Co.	Fleming									42	
Fleming South R. Tel. Co.	Fleming									34·75	
Florence R. Tel. Co., Ltd.	Carnduff									29	
Foam Lake R. Tel. Co.	Foam Lake									30	
Forest R. Tel. Co., Ltd.	Lumsden									36	
Fort Pelly Tel. Co., Ltd.	Pelly									15·50	
Foster R. Tel. Co., Ltd.	Abernethy									22	
Francis R. Tel. Co., Ltd.	Francis									20·50	
Foxleigh R. Tel. Co.	Regina									36	
Francis North R. Tel. Co.	Francis									26·50	
Glen Ewen R. Tel. Co., Ltd.	Glen Ewen	10								312	
Glenside R. Tel. Co., Ltd.	Glenside	3								22	
Govan R. Tel. Co., Ltd.	Govan		2·50	1·50						213	
Gray Milestone R. Tel. Co., Ltd.	Milestone									58	
Greendale R. Tel. Co.	Boharm									11	
Grassmere R. Tel. Co.	Qu'Appelle									14	
Graytown R. Tel. Co., Ltd.	Windthorst									57	
Grenfell R. Tel. Co., Ltd.	Grenfell									15	

Statement of Miles of Wire Equipment—Urban or Rural—*Continued.*

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Saskatchewan—Con.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Hay Creek R. Tel. Co.	Maple Creek	50					10				
Hepburn R. Tel. Co., Ltd.	Hepburn						93				
Heward R. Tel. Co.	Heward						38				
Heils Lake Tel. Co., Ltd.	Lemberg						17				
Hill Farm R. Tel. Co., Ltd.	Lemberg						39·50				
Huron & Clinton R. Tel. Co., Ltd.	High Pond						81	·50			
Huronville R. Tel. Co.	Huronville						54				
Holdonian R. Tel. Co.	Francis						18				
International R. Tel. Co.	North Portal						11				
Kenlis R. Tel. Co., Ltd.	Kenlis						13				
Kenilworth R. Tel. Co., Ltd.	Pense						12				
Kinley R. Tel. Co.	Kinley						12				
Kendalton R., Tel. Co.	Kendalton						15				
King Edward R. Tel. Co.	Regina						36				
Lang Mutual No. 1 R. Tel. Co.	Lang						30				
Lang Mutual No. 2 R. Tel. Co.	Lang						24				
Lang Mutual No. 3 R. Tel. Co.	Lang						24				
Lang Mutual No. 4 R. Tel. Co.	Lang						50				
Lang Mutual No. 5 R. Tel. Co.	Lang						52				
Livingston R. Tel. Co.	Brownlee						25				
Lac Qui Parle Tel. Co.	Midale						60				
Laird R. Tel. Co., Ltd.	Laird						52				
Lake Centre R. Tel. Co., Ltd.	Strassburg						60				
Lake R. Tel. Co.	Abernethy						7				
Lampman R. Tel. Co., Ltd.	Lampman	1					27·75				
Longbank R. Tel. Co.	Langbank						26				
Lumsden Beach R. Tel. Co., Ltd.	Lumsden						40				
Lumsden Radial Tel. Co., Ltd.	Lumsden	1		50							
Maple Leaf R. Tel. Co., Ltd.	Tuxford						52				
Maple Valley R. Tel. Co.	Davidson						33·50				
Markinch R. Tel. Co.	Markinch						38				
Melford R. Tel. Co.	Melford						86				

| | | |

Statement of Mile of Wire Equipment—Urban and Rural—*Continued.*

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Saskatchewan—Con.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Sherwood R. Tel. Co.	Regina						40				
Silverton R. Tel. Co.	Carnduff	50									
Simpson R. Tel. Co.	Simpson	4·50					70	·75			
South Antler R. Tel. Co.	Carnduff						26				
South Arcola R. Tel. Co.	Arcola						36				
South Carievale R. Tel. Co., Ltd.	Carievale						13·25				
South Gainsborough R. Tel. Co.	Gainsborough						27				
Springdale R. Tel. Co.	Regina						24				
Spring Coulee R. Tel. Co.	Sintaluta						12				
South Carlyle R. Tel. Co.	Carlyle						30				
South Regina R. Tel. Co.	Regina						10				
Springcreek-Coverdale R. Tel. Co., Ltd.	Moosomin						50·50				
Stewart Valley-Leman R. Tel. Co.	Stewart Valley						26				
Stony Beach R. Tel. Co., Ltd.	Belle Plaine						92				
Stanley R. Tel. Co., Ltd.	Moosomin						25				
Summerberry Village Tel. Co.	Summerberry						1				
Stoughton R. Tel. Co.	Stoughton						59				
Summerberry R. Tel. Co.	Summerberry						43				
Summerhill R. Tel. Co.	Grenfell						28				
Summerside R. Tel. Co.	Caron						138	·25			
Sunny Hill R. Tel. Co.	Drinkwater						40				
Sunrise R. Tel. Co.	Grand Coulee						7				
Sunny South R. Tel. Co., Ltd.	Indian Head						11·75				
Superior R. Tel. Co.	Swift Current						11				
Sutherland R. Tel. Co.	Saskatoon						14				
Sydenham R. Tel. Co., Ltd.	Guernsey						40				
Tantallon R. Tel. Co., Ltd.	Tantallon						64				
Theodore, Springside & Beaverdale R. Tel. Co.	Theodore	4					120	1			
Thunder Creek R. Tel. Co., Ltd.	Carievale						27				
Truax R. Tel. Co.	Avonlea						104				
Vanscoy R. Tel. Co., Ltd.	Vanscoy						50				

Vernon R. Tel. Co.	Moosejaw						13				
View Hill R. Tel. Co., Ltd.	Estevan						50				
Venn R. Tel. Co.	Venn						116				
Waldheim R. Tel. Co., Ltd.	Waldheim						17				
Wall Lake R. Tel. Co.	Dundurn						56				
Wascana R. Tel. Co., Ltd.	Lumsden						52				
Weldon R. Tel. Co., Ltd.	Grenfell						105				
Welwyn R. Tel. Co.	Cailmount						54·25				
Westfield R. Tel. Co., Ltd.	Wolesley						20				
West Pioneer R. Tel. Co.	Moosejaw						23				
Westview R. Tel. Co.	Westview						50				
West Weyburn R. Tel. Co.	Weyburn						4				
Weyburn R. Tel. Co.	Weyburn						140				
Wheatland R. Tel. Co., Ltd.	Carnduff						130				
Wide Awake R. Tel. Co., Ltd.	Indian Head						36				
Wilcox Mutual R. Tel. Co., Ltd.	Wilcox						66				
Wildwood R. Tel. Co.	Carlyle						10·50				
Willmar R. Tel. Co., Ltd.	Willmar						103				
Windum R. Tel. Co., Ltd.	Waldheim						40·66				
Woodlands R. Tel. Co.	Moosomin						18·75				
Wheatbelt No. 1 R. Tel. Co.	Delisle						64				
Wheatbelt No. 2 R. Tel. Co.	Delisle						70				
Wheatbelt No. 3 R. Tel. Co.	Delisle						42				
Yellow Grass R. Tel. Co., Ltd.	Yellow Grass	15		·25			278				
Yorkton R. Tel. Co., Ltd.	Yorkton						150				
Yorkton North R. Tel. Co.	Yorkton						50				
Total		753·75	2·50	7,359·25	11,174·50		17,923·74	4·50	51	4	

TABLE 7.—Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central	Magneto	No.	Amount.
Nova Scotia.		$	$	$	$	$				$
Blandford Tel. Co., Ltd	Hubbards	1,800 00		1,800 00	401 70	263 01		13		
Brooklyn Tel. Co., Ltd	Brooklyn	4,800 00	2,000 00	6,283 52	1,584 00	985 00		98	3	690 00
Carleton Tel. Co., Ltd	Kemptville	1,500 00		1,900 00	589 00	436,49	10	10		55 00
Costal Tel. Co., Ltd	Bayside	2,000 00		2,400 00	800 00	160 00			2	160 00
Cumberland Tel Co., Ltd	Port Howe	3,500 00		3,200 00	910 00	751 00		70	2	165 00
East Pictou Tel. Co., Ltd	Little Harbour	1,100 00		1,000 00	703 77	288 48		30		
Maitland & Noel Tel. Co., Ltd	Noel	1,800 00		2,000 00	594,27	273 85		22	22	268 85
Maple Leaf Tel. Co., Ltd	Merigonish	4,179 14		4,198 32	912 06	961 39		68	2	175 00
Maritime Telegraph & Tel. Co., Ltd	Halifax	1,500,000 00	1,180,600 00	3,090,355 37	426,255 88	302,923 96	8,772	5,326	190	43,818 82
New Ross Tel. Co., Ltd	New Ross	4,000 00		4,000 00	1,135 50	696 70		37	2	60 00
Sandford & Short Beach R. Tel.Co., Ltd.	Sandford	500 00		550 00	120 00	5 00		12		
Union Tel. Co., Ltd	Blue Mountain	2,160 00		2,765 00	705 00	382 00		52	2	140 00
Total		1,527,339 14	1,182,600 00	3,120,452 21	434,711 18	308,126 88	8,782	5,738	225	45,532 67

Table 8.—Statement of Miles of Wire Equipment—Urban and Rural.

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Nova Scotia.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Blandford Tel. Co., Ltd	Hubbards	22				3					
Brooklyn Tel. Co., Ltd	Brooklyn	3					101.50				
Carleton Tel. Co., Ltd	Kemptville						60				
Costal Tel. Co., Ltd	Bayside						70				
Cumberland Tel. Co., Ltd	Port Howe						135				
East Pictou Tel. Co., Ltd	Little Harbour						25				
Maitland & Noel Tel. Co., Ltd	Noel						40				
Maple Leaf Tel. Co., Ltd	Merigonish						60				
Maritime Telegraph & Tel. Co., Ltd	Halifax	6,970	82	7,454	5,779	132	5,640		18	16	
New Ross Tel. Co., Ltd	New Ross						63.50				
Sandford & Short Beach R. Tel. Co., Ltd.	Sandford						12				
Union Tel. Co., Ltd	Blue Mountain						56				
		6,995	82	7,454	5,779	135	6,263.00		18	16	

TABLE 9.—Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central	Magneto	No.	Amount.
New Brunswick.		$	$	$	$	$				$
Acadia Tel. Co.	St. Ignace			2,000 00	700 00	134 00	.....	32	2	120 00
Canterbury and North Lake Tel. Co., Ltd	North Lake	2,096 66	600 00	3,200 00	480 20	318 31	.....	45	2	166 00
Citizens Tel. Co., Ltd.	St. Stephens	3,712 00	.....	7,077 43	602 60	602 60	70	.....	1	25 00
Consolidated Tel. Co., Ltd.	Bath	8,506 58	.....	8,506 58	2,075 34	1,141 31	.....	200	2	360 00
Farmers Tel. Co., Ltd.	Windsor	16,890 00	7,250 00	24,498 00	4,244 40	2,556 38	.....	327	9	1,998 00
Grindlay Private Line	Blackville	.....	.....	800 00	225 00	234 30	.....	21	3	200 00
Grand Manan Tel. Co., Ltd.	Grand Manan	4,525 00	.....	3,550 00	1,044 77	565 76	.....	85	3	385 00
Moore Tel. Co., Ltd.	Penniac	3,400 00	.....	3,000 00	400 00	250 00	.....	20	.....	.....
Morehouse-Blackville Tel. Co., Ltd.	Morehouse	.....	.....	310 00	100 00	8 50	.....	10	1	20 00
New Brunswick Tel. Co., Ltd.	St. John	1,259,540 00	100,000 00	1,504,289 94	343,632 53	188,349 35	7,478	4,469	304	105,151 35
Norton and Springfield Tel. Co.	Norton	1,200 00	.....	1,200 00	.....	.....	.....	25	.....	.....
Sherwood Private Line	Hillsboro	.....	.....	700 00	131 50	34 90	.....	10	.....	.....
St. Martins Ry. Co. Line	St. John	.....	.....	.....	344 04	114 44	.....	5	.....	.....
Saint Martins Tel. Co., Ltd.	St. John	3,490 00	.....	3,500 00	1,164 00	877 78	.....	7	2	178 00
Tracy Tel. Co.	Tracy Station	250 00	.....	250 00	40 00	5 00	.....	7	.....	.....
West Isles Tel. Co., Ltd.	Fair Haven	1,200 00	.....	1,350 00	440 00	259 11	.....	32	1	45 00
York and Charlotte Tel. Co., Ltd.	Harvey Station	3,000 00	.....	.....	.....	.....	.....	50	.....	.....
Total		1,307,810 24	107,850 00	1,564,231 95	355,624 38	195,451 74	7,548	5,345	330	108,648 35

Table 10.—Statement of Miles of Wire Equipment—Urban and Rural.

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
New Brunswick.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Acadia Tel. Co.	St. Ignace						108				
Canterbury and North Lake Tel. Co., Ltd	North Lake						37				
Citizens Tel. Co., Ltd	St. Stephens	6		120							
Consolidated Tel. Co., Ltd	Bath	2					173				
Farmers Tel. Co., Ltd	Windsor	10	6				450	2			
Grindlay Private Line	Blackville	3					11				
Grand Manan Tel. Co., Ltd	Grand Manan						97				
Moore Tel. Co., Ltd	Penniac						70				
Morehouse-Blackville Tel. Co., Ltd	Morehouse						16				
New Brunswick Tel. Co., Ltd	St. John	5,663·02	414·77	4,207·37	4,022·45	1	2,929·22	3,505·08			20
Norton and Springfield Tel. Co	Norton						30				
Sherwood Private Line	Hillsboro						45				
St. Martins Rys. Co. Line	St. John						30				
Saint Martins Tel. Co., Ltd	St. John		3				47				
Tracy Tel. Co	Tracy Station						10				
West Isles Tel. Co., Ltd	Fair Haven						26				2·75
York and Charlotte Tel. Co., Ltd	Harvey Station						50				
Total		5,684·02	423·77	4,327·37	4,022·45	1	4,129·22	3,507·08			22·75

TABLE II.—Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central	Magneto	No.	Amount.
British Columbia.		$	$	$	$	$				$
British Columbia Tel. Co., Ltd.	Vancouver	2,500,000 00	651,000 00	3,521,321 75	1,082,550 36	859,182 23	21,683	4,803	916	514,187 03
Chilliwack Tel. Co., Ltd.	Chilliwack	43,600 00	2,000 00	56,742 94	12,730 33	7,305 91	.....	652	9	5,106 15
Crescent Power, Light and Tel. Co., Ltd.	Creston	20,000 00	.....	7,918 56	1,973 80	1,202 50	.....	68	5	802 80
Delta Tel. Co., Ltd.	Ladner	7,000 00	.....	7,157 62	2,052 00	900 90	.....	107	2	780 00
Farmers Tel. Co., Ltd.	Steveston	2,250 00	.....	4,000 00	1,416 00	1,416 00	.....	70	.....	.....
Kootenay Tel. Lines, Ltd.	Cranbrook	84,642 50	.....	161,854 38	39,563 64	24,762 18	.....	1,500	26	19,260 00
Mission City Tel. Co., Ltd.	Mission City	7,030 00	2,000 00	15,077 38	2,213 15	1,175 95	.....	144	3	587 80
Okanagan Tel. Co., Ltd.	New Westminster	190,300 00	.....	239,023 62	29,186 02	19,899 52	.....	1,300	32	24,144 00
Prince Rupert Municipal Tel. System	Prince Rupert	.....	40,000 00	47,569 61	18,228 67	12,816 92	565	2	5	5,550 70
Revelstoke Trout Lake and Big Bend Tel. Co., Ltd.	Revelstoke	17,100 00	5,000 00	40,295 00	5,476 45	3,567 50	.....	284	6	2,880 00
Total...		2,871,922 50	700,000 00	4,100,960 86	1,195,390 42	932,229 61	22,248	8,930	1,004	573,298 48

Table 12.—Statement of Miles of Wire Equipment—Urban and Rural.

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
British Columbia.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
British Columbia Tel. Co., Ltd.	Vancouver	6,420	2,224	45,240	22,308	20	1,700	.....	510	.....	.....
Chilliwack Tel. Co., Ltd.	Chilliwack	135	.....	393	101	.....	477	.....	.....	.....	.....
Creston Power, Light and Tel. Co., Ltd.	Creston	130	.....	.....	2·84	.....	65	.....	.....	.....	.....
Delta Tel. Co., Ltd.	Ladner	10	.....	.....	.....	.....	105	.....	.....	.....	.....
Farmers Tel. Co., Ltd.	Steveston	.....	.....	.....	.....	.....	82	.....	.....	.....	.....
Kootenay Tel. Lines, Ltd.	Cranbrook	655	.....	174	.....	.....	790	.....	.....	.....	.....
Mission City Tel. Co., Ltd.	Mission City	.....	.....	.....	.....	.....	161	.....	.....	.....	.....
Okanagan Tel. Co., Ltd.	New Westminster	.....	.....	600	.....	.....	1,436	50	.....	.....	.....
Prince Rupert Municipal Tel. System	Prince Rupert	190	17	423	.....	.....	.....	.....	.....	.....	.....
Revelstoke, Trout Lake and Big Bend Tel. Co., Ltd.	Revelstoke	176	56	134	129	.....	20	5	.....	.....	.....
Total	.....	7,716	2,297	46,964	22,540·84	20	4,836	55	510	.....	.....

TABLE 13.—Statement of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost of Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones.		Employees and Remuneration.	
							Central.	Magnet	No.	Amount.
Alberta.		$	$	$	$	$				$
Edmonton City of, Tel. Dep	Edmonton		440,667 62	620,001 85	87,910 00	43,488 27	4,104	.....	78	91,582 55
Government Tel. System	Edmonton		2,000,000 00	2,804,513 36	364,145 52	215,394 86	4,296	7,151	.....	.....
Western General Electric Co. Ltd	Red Deer	90,000 00	.....	15,000 00	30,740 94	27,300 08	250	.....	11	6,222 73
Total		90,000 00	2,440,667 62	3,439,515 21	482,796 46	286,183 21	8,650	7,151	89	97,805 28
Manitoba.										
Manitoba Govt. Telephones	Winnipeg	.....	9,795,723 18	9,500,067 86	1,330,86706	1,082,40816	23,750	15,047	1,305	876,956 48
Miniota Municipal Telephones	Miniota	.....	59,000 00	55,435 11	19,635 00	10,032 39	.....	360	.....	.....
Pipestone Municipal Telephone System	Pipestone	.....	65,000 00	66,465 34	9,540 61	4,557 86	.....	378	2	1,900 00
Total		.....	9,919,723 18	9,621,968 31	1,360,04267	1,096,99841	23,750	15,785	1,307	878,856 48
P. E. Island.										
Prince Edward Island Tel Co	Charlottetown	100,000 00	.....	135,817 82	35,929 89	30,968 74	572	636	64	21,756 00

Table 14.—Statement of Miles of Wire Equipment—Urban and Rural.

Name of Company.	Address.	Urban.					Rural.				
		Galvanized	Copper Wire.				Galvanized.	Copper Wire.			
		Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
Alberta.		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Edmonton, City of, Tel. Dept..	Edmonton.	1,300		3,150	187						
Government Tel. System..	Edmonton.	3,450		11,489	4,935						
Western General Electric Co. Ltd ..	Red Deer...	50		80			40	25			
Total....		4,800		14,719	5,422		40	25			
Manitoba.											
Manitoba Govt. Telephones.....	Manitoba.	1,998	13	22,678	58,706		31,624	11,212			
Miniota Municipal Telephones.....	Miniota.						300				
Pipestone Municipal Telephone System...	Pipestone.	3		19			1,026				
Total.....		2,001	13	22,697	58,706		32,950	11,212			
P. E. Island.											
Prince Edward Island Tel. Co.....	Charlottetown.	1,175					1,300				

TABLE 15.—Statement, by Provinces, of Capital, Cost, Revenue, Operating Expenses, Number of Telephones, Employees, &c.

Province.	Capital Stock.	Funded Debt.	Cost of Property and Equipment.	Revenue.	Operating Expenses.	Number of Telephones		Employees and Remunerations	
						Central.	Magneto.	Number.	Amount.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.				$ cts.
Nova Scotia..	1,527,339 14	1,182,600 00	3,120,452 21	434,711 18	308,126 88	8,782	5,738	225	45,532 67
New Brunswick	1,307,840 24	107,850 00	1,561,231 95	355,624 38	195,451 74	7,548	5,345	330	108,648 35
Prince Edward Island	100,000 00		135,817 82	35,929 89	30,968 74	572	636	64	21,756 00
Quebec ..	13,675,467 00	5,525,230 46	27,480,159 90	7,242,056 72	5,567,880 15	45,906	20,667	8,449	381,859 71
Ontario ..	1,428,257 81	1,344,540 38	3,426,761 15	619,515 76	377,261 42	89,875	82,631	968	189,473 96
Manitoba..		9,919,732 18	9,621,978 31	1,360,042 67	1,096,998 41	23,750	15,785	1,307	878,856 48
Saskatchewan..	532,808 40	3,522,635 01	3,997,931 74	517,559 18	299,588 66	5,401	11,269	347	362,410 70
Alberta ..	90 000 00	2,440,667 62	3,439,515 21	482,796 46	286,183 21	8,650	7,151	89	97,805 28
British Columbia..	2,871,922 50	700,000 00	4,100,960 86	1,195,390 42	932,229 61	22,248	8,930	1,004	573,298 48
Total...	21,533,605 09	24,743,246 65	56,887,799 15	12,273,626 66	9,094,688 82	212,732	158,152	12,783	2,659,641 63

TABLE 16.—Statement, by Provinces, of Miles of Wire Equipment—Urban and Rural.

Province.	Urban.					Rural.				
	Galvanized.	Copper Wire.				Galvanized.	Copper Wire.			
	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.	Single Wire.	Single Wire.	Overhead.	Underground.	Submarine.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Nova Scotia	6,995	82	7,454	5,779	135	6,263		18	16	
New Brunswick	5,684·02	423·77	4,327·37	4,022·45	1	4,129·22	3,597·08			22·75
Prince Edward Island	1,175					1,300				
Quebec	2,971·50	1,091·75	36,991·75	102,646	174	43,516·50	624	·50		1·00
Ontario	2,634·50	226·75	91,758·33	154,564·70	638	125,502·16	532·29	52·87		23·83
Manitoba	2,001·00	13	22,697	58,706		32,950	11,212			
Saskatchewan	753·75	2·50	7,359·25	11,174·50		17,923·74	4·50	51	4	
Alberta	4,800		14,719	5,422		40	25			
British Columbia	7,716	2,297	46,964	22,540·84	20	4,836	55	510		
Total	34,730·77	4,136·77	232,270·70	364,855·49	968	236,460·62	15,959·87	632·37	20	47·58

EXPRESS STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30

1912

A. W. CAMPBELL,
Deputy Minister of the Department of Railways and Canals

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1913

[No. 20E—1913

To Field Marshall His Royal Highness Prince ARTHUR WILLIAM PATRICK ALBERT, *Duke of Connaught and of Strathearn, and Earl of Sussex, in the Peerage of the United Kingdom, Prince of the United Kingdom of Great Britain and Ireland, Duke of Saxony, Prince of Saxe-Coburg and Gotha; Knight of the Most Noble Order of the Garter; Knight of the Most Ancient and Most Noble Order of the Thistle; Knight of the Most Illustrious Order of Saint Patrick; one of His Majesty's Most Honourable Privy Council; First and Principal Knight Grand Cross and Great Master of the Most Honourable Order of the Bath; Knight Grand Commander of the Most Exalted Order of the Star of India; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George; Knight Grand Commander of the Most Eminent Order of the Indian Empire; Knight Grand Cross of the Royal Victorian Order; Personal Aide-de-camp to His Majesty the King; Governor General and Commander-in-Chief of the Dominion of Canada.*

MAY IT PLEASE YOUR ROYAL HIGHNESS,—

The undersigned has the honour to present to your Royal Highness Express Statistics for the year ended June 30, 1912.

F. COCHRANE,
Minister of Railways and Canals.

To the Honourable F. COCHRANE,
Minister of Railways and Canals.

SIR,—I have the honour to submit the report of the Comptroller of Statistics, in relation to the operations of Express Companies in the Dominion of Canada for the year ended June 30, 1912.

I have the honour to be, sir,
Your obedient servant,

A. W. CAMPBELL,
Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS
OTTAWA, December 16, 1912.

A. W. CAMPBELL, ESQ., C. E.,
Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith Express Statistics for the year ended June 30, 1912.

This is the second report in relation to the express interests of the Dominion, based on schedules and classifications made effective on July 1, 1910.

Returns were received from the following companies:—
The Canadian Express Company.
The Dominion Express Company.
The Canadian Northern Express Company.
The American Express Company.
The United States Express Company.
The National Express Company.
The Great Northern Express Company.
Wells Fargo and Company.

HISTORICAL DATA.

It is thought well to repeat some of the historical information published last year in relation to the various express companies operating in Canada, with the addition of such changes as have occurred in organization, capital &c., in the interim:—

CANADIAN EXPRESS COMPANY.

This Company was organized on February 16, 1865, under authority of 27 and 28 Vic. cap. 23.

It has an authorized capital stock of 30,000 shares, of $100 each, of which 17,052 have been issued and are outstanding. The cash realized from the sale of these shares is reported at $865,200. The purchase of the capital stock of the Company by the Grand Trunk Railway Company was effected in 1891 by the payment of $660,000 in cash. The total capital liability at the time was $1,500,000. Since then the capital stock has been increased to $1,705,200. Stock to the amount of $205,200 was issued for real property and equipment. The Company does not report a rate of dividend. All the stock is held in trust for the Grand Trunk Railway Company by Messrs. A. W. Smithers, E. H. Fitzhugh, W. Wainwright, M. M. Reynolds, F. Scott, John Pullen, H. Paton and E. J. Chamberlain. With the exception of Mr. Smithers, these gentlemen are all Directors of the Company.

The officers of the Company are:—President, Mr. John Pullen; Vice-President and Manager, Mr. James Bryce; Secretary-Treasurer, Mr. Frank Scott; General Counsel, Mr. W. H. Biggar, and General Auditor, Mr. W. W. Williamson. The headquarters of the Company are at Montreal.

The operations of the Canadian Express Company are chiefly over the Grand Trunk Railway System and the Canadian Government Railway System. It has a total operating mileage of 7,406.

The Dominion Express Company.

The Dominion Express Company was organized on May 23, 1873, under 36 Vic., cap. 113.

The capital stock of the Company amounts to $2,000,000, divided into 20,000 shares of the par value of $100 each, all of which is outstanding. Following are the Directors:—Sir T. G. Shaughnessy, Messrs. W. S. Stout, R. B. Angus, C. F. Smith and C. R. Hosmer. These directors are trustees of the entire stock of the Company for the Canadian Pacific Railway Company. A dividend on the capital stock, at the rate of 8 per cent per annum, was declared on June 30.

The officers of the Company are:—President and General Manager, Mr. W. S. Stout; Vice-President, R. Paton McLea; Secretary, Mr. H. C. Oswald; Treasurer, Mr. G. A. Newman; General Auditor, Mr. W. H. Plant. The head office of the Company is in Toronto.

The Company carries on business over the lines of the Canadian Pacific Railway Company and many connecting roads, and has an operating mileage of 14,604, apart from 16,490 of ocean going mileage.

The Canadian Northern Express Company.

The Canadian Northern Express Company was organized on June 13, 1902, under a special Act of Parliament, 2 Edward VII., cap. 49.

The Company has an authorized capital stock of $1,000,000, consisting of 10,000 shares of the par value of $100 each. Of this stock $300,000 was outstanding on June 30, on which a dividend was not declared. MacKenzie, Mann & Co., Limited, control the Company by right of ownership of 90 per cent of the capital stock. The directors are:—Sir William MacKenzie, Sir Donald D. Mann, Mr. R. J. MacKenzie and Mr. Z. A. Lash. Headquarters are at Toronto, although the General Superintendent is located at Winnipeg.

The officers of the Company on June 30 were:—President, Sir William MacKenzie; Vice-President, Sir Donald D. Mann; Third Vice-President Mr. D. B. Hanna; Secretary, Mr. R. P. Ormsby; Treasurer, Mr. L. W. Mitchell; Chief Solicitor, Mr. G. G. Ruel; General Counsel, Hon. F. H. Phippen, K.C.; Auditor, Mr. J. D. Morton; General Superintendent Mr. W. C. Muir, and Superintendent Mr. C. A. Cunningham.

The Company operates almost entirely over the Canadian Northern Railway, and had a mileage on June 30 of 5,255.

The American Express Company.

The American Express Company was organized under the common law of the State of New York, on March 18, 1850, and November 15, 1859, as a joint stock association. It is a consolidated Company, the American Express Company and the Merchants Union Express Company having been merged under articles of agreement, dated November 25, 1868. The New England Despatch Company, a corporation operating under the laws of Massachusetts, was purchased in 1891 by the American Express Company, and, while its corporate existence has been maintained, its earnings and expenses are included in the earnings and expenses of the American Express Company.

The American Express Company is described in the report as 'a voluntary partnership, or association of individuals organized under articles of agreement between its members. It possesses no rights, privileges or franchises other than such as are enjoyed by any individual or association of individuals.'

The Capital of the Company consists of $18,000,000 of stock, divided into 180,000 shares of the par value of $100 each. Of this stock, $330,000 is in the

treasury by purchase. The annual rate of dividend is 12 per cent. The cash realized for the sale of 180,000 shares of stock is reported as having been $900,000.

The Directors of the Company are:—Messrs. James E. Fargo, Lewis Cass Ledyard, Francis F. Flagg, Cornelius Vanderbilt, William H. Seward, Charles M. Pratt, John H. Bradley, and J. Horace Harding. The officers are:—President Mr. James C. Fargo; 1st Vice-President Mr. Francis F. Flagg; Secretary, Mr. William C. Fargo; Treasurer, Mr. James F. Fargo; Comptroller, Mr. William E. Powelson, and Traffic Manager, Mr. John H. Bradley. The offices of the Company are at 65 Broadway, New York.

The operations of the Company in Canada are over twelve lines of railway, either wholly or partly on this side of the boundary. The mileage in the Dominion was reported as being 1,290.

The National Express Company.

The National Express Company was organized as a joint stock organization, under the common law of the State of New York, on April 1, 1895. It is controlled by the American Express Company, and the report to this Department was received from that source. In that report the following statement is made:—

'The National Express Company is an unincorporated association organized by the American Express Company, with a nominal capital of $500,000, of which $475,000 was issued, in the inception, to the American Express Company, the remaining $25,000 being subscribed for at par, by directors and others connected with the American Express Company under an agreement under which the American Express Company had a right to take over their shares at any time at actual cost. The only express business which it operates for its own account is the express business on the Delaware & Hudson Company; Greenwich & Johnsonville Railway; Grand Trunk Railway, between Rouses Point and Montreal and between Mooers Junction and Montreal; Keeseville, Ausable Chasm & Lake Champlain Railroad; Middleburgh & Schoharie Railroad; Hudson Navigation Company (Peoples Line steamers), between New York and Albany; and Schoharie Valley Railroad; all the rest of the business carried on by said company being actually carried on by it as agent of the American Express Company and for its account. All the property which it received upon its organization it received from the American Express Company in consideration of the issue of its stock to that company, excepting the cash contribution of $25,000 above mentioned from individual stockholders. Since the formation of this company the American Express Company has, in one or two instances, upon the death of the individual stockholders, acquired their stock at cost under the option above mentioned.

The business of the Company is carried on by the American Express Company at 65 Broadway, New York.

The United States Express Company.

The United States Express Company was organized on April 22, 1854, in the State of New York, for a term of ten years. This term was extended on November 28, 1859, for a period of twenty years. The last extension was on September 24, 1903, for a further twenty years. The report makes the following statements:—

'United States Express Company is not a corporation. It is an incorporated association, or partnership, of persons associated together to do an express business, each with full partnership liability for the Company's obligations. It was organized in the State of New York, but not pursuant to Statute, either general or special, but pursuant to an agreement among its members.'

'At the organization of the Company its ownership was divided into 5,000 interests. From time to time, down to March, 1876, the interests were increased to 70,000. There are no records which show the details of the issue of capital shares prior to that of 1887.'

'In August, 1887, the interests were increased to 100,000. Of the increase, 15,000 constituted partial consideration for the Baltimore & Ohio Express, purchased at that time. The remaining 15,000 interests were sold for $1,000,000.

No value is assigned to the shares of the Company, which are reported at a total of $10,000,000. The dividend rate is six per cent. The directors are a self perpetuating body. The shareholders have not met since 1862.

The Directors of the Company on June 30 were:—Messrs, W. H. Averell, A. G. Hackstaff, J. W. Harriman, C. C. Tegethoff, Edward T. Platt, Frank H. Platt and Francis L. Stetson. The officers of the Company were:—Vice-President, Mr. Chauncey H. Crosby; Secretary, Mr. Charles C. Tegethoff; Treasurer, Mr. Clarence D. Martin; Accountant, Mr. John M. Tallman. The offices are at No. 2 Rector Street, New York.

The Company operates on 225 miles of railway in Canada, chiefly in Western Ontario.

The Great Northern Express Company.

The Great Northern Express Company was organized on Jan. 1, 1892, under the General Statutes of the State of Minnesota. The Head offices are at St. Paul, Minnesota.

The capital of the Company consists of 10,000 shares, of the par value of $100 each, aggregating $1,000,000. The rate of dividend is 10 per cent. Control of the Company is vested in the Lake Superior Company, Limited, through stock ownership.

The Directors on June 30 were:—Messrs. D. S. Elliott, Louis W. Hill, J. M. Gruber, C. R. Gray and W. P. Kenney, all of St. Paul. The officers of the Company were:—President and General Manager, Mr. D. S. Elliott; Vice-President, Mr. C. R. Gray; Secretary-Treasurer, Mr. L. E. Katzenbach; Auditor, Mr. G. A. Yates.

The Company has an operating mileage of 662, chiefly in the Western Provinces.

Wells Fargo and Company.

This Company was organized in the then Territory, now State, of Colorado, on February 5, 1866, by an Act entitled 'an Act to Incorporate the Halladay Overland Mail and Express Company' and an Act supplemental thereto, approved January 26, 1872. The Halladay Overland Mail and Express Company, with a capital of $3,000,000, was merged with Wells Fargo & Co., and the Pioneer Stage Company in 1866, when the capitalization was increased to $15,000,000. This capitalization was afterwards reduced to $5,000,000. Still later 30,000 shares were issued at a par value of $100 each, as advance payments of contracts. This brought the share capital of the company up to $8,000,000. Inconsistent as it will appear with this statement of facts, the total capitalization of the Company is stated in the report to this Department at $23,967,400, on which a dividend of ten per cent was payable on June 30.

The directors of the Company on June 30 were:—Messrs. B. D. Caldwell, C. A. Peabody, F. D. Underwood, H. E. Huntington, H. W. DeForest, W. V. S. Thorne, William Sproule, W. F. Herrin, William Mahl, Paul M. Warburg, Richard Delafield, E. A. Stedman and L. F. Loree, The officers were:—President, Mr. B. D. Caldwell; 1st Vice-President, Mr. A. E. Stedman; 2nd

Vice-President, Mr. R. A. Wells; 3rd Vice-President, Mr. A. Christeson; Secretary, Mr. C. H. Gardiner; Treasurer, Mr. B. H. River; Comptroller, Mr. J. W. Newlean; General Manager, Mr. A. Christeson; General Auditor, Mr. Richard Burr. The head offices are in New York.

The operations of the Company in Canada were, on June 30, limited to the Yukon, representing 91 miles.

CAPITAL AND COST

The capital liability of distinctly Canadian Companies, on June 30, 1912, was $4,705,200. There was an increase of $700,000 as compared with 1911, due to an addition of that amount to the capital stock of the Canadian Northern Express Company. The total was made up as follows:—

Canadian Express Company	$ 1,705,200
Canadian Northern Express Company	1,000,000
Dominion Express Company	2,000,000
Total	$ 4,705,200

In addition to the foregoing, which was represented entirely by common stock, the Dominion Express Company returned a liability under the head of Funded Debt amounting to $40,000.

The cash realized from the above issue of common stock was put down at $2,865,200. With the exception of $205,200 invested by the Canadian Express Company for real property and equipment, it does not appear from the reports received what disposition was made of the remaining capital. It is clear, however, that it has not been used for the providing of anything tangible in connection with the express business.

The total cost of real property and equipment was reported at $2,668,523.82 —an increase of $558,966.49 over 1911. This was all for Canadian Companies, and, with the exception of the $205,200 to which allusion was made in a preceding paragraph, seems to have been wholly provided out of income. The items are as follows:—

Real estate used in operation		$760,200.00
Buildings and fixtures		1,148,965.94
Equipment:—		
Horses	$160,226.26	
Vehicles	219,590.19	
Other equipment	379,541.43	$ 759,357.88
Total		$ 2,668,523.82

The Canadian Express Company returned $260,200 as being invested in real estate for purposes of operation. The Dominion Express Company reported $500,000 invested in real estate and $1,145,184 in buildings and fixtures used in operation.

OPERATING MILEAGE.

The operating mileage in Canada as returned for the year was 30,445.57, as compared with 27,585.46 in 1911.

In addition, 19,120 miles was reported as attaching to outside operations, chiefly in connection with ocean going steamers.

The division of mileage for 1911 and 1912 was as follows:—

	1911.	1912.
Over steam roads	25,377.90	26.855.30
" electric lines	213.81	278.61
" steamboat lines	1,792.00	3,161.50
" stage lines	146.00	146.91
Miscellaneous	55.75	3.25
	27,585.46	30,445.57

The operating mileage for 1911 and 1912 was distributed among the various Provinces as follows:

	1911.	1912.
New Brunswick	1,119.42	1,378.41
Nova Scotia	1,396 32	1,339 13
Prince Edward Island	298 10	213 10
Quebec	3,914 64	3,914 69
Ontario	9,938 20	10,245 97
Manitoba	3,339 04	3,608 15
Saskatchewan	3,034 43	3,698 20
Alberta	1,371 08	1,750 04
British Columbia	2,814 02	3,395 68
Yukon	59 48	601 48
Foreign	300 72	300 72
Total	27,585 46	30,445 57

The foregoing operating mileage was divided among the various companies as follows:—

	1911.	1912.
American Express Company	1,252 43	1,290 43
Canadian Express Company	7,231 30	7,406 31
Canadian Northern Express Company	4,422 29	5,255 49
Dominion Express Company	13,709 33	14,604 88
Great Northern Express Company	575 40	661 86
United States Express Company	224 84	224 84
Wells Fargo and Company	90 70	921 60
National Express Company	80 16	80 16
Total	27,585 46	30,445 57

REVENUE AND OPERATING EXPENSES.

It was explained in connection with the report of last year that it had been found impracticable to make an accurate separation of the business done by American Express Companies operating in Canada from their aggregate business. The situation in that regard remains unchanged, and there is little hope of a better adjustment than was made for the purposes of the report of 1911. That adjustment was based upon an arbitrary assignment of revenue and operating expenses in accordance with the proportion which the operating mileage in Canada bore to the total operating mileage in both Canada and the United States.

The gross receipts from operation in 1912 were $10,994,418.10. They were $9,913,018.31 in 1911.

A deduction of $4,892,242.49 for express privileges—that is, the amount paid by express companies to railway, steamboat and stage lines for the carrying of express matter—left $6,102,175.61 as the operating revenue for the year.

Operating expenses—a thing quite apart from express privileges—had a total of $4,880,120.00. This left a net operating revenue of $1,222,055.61, to which was added a net revenue of $28,440.91 from outside operations, bringing the total up to $1,250,496.52. A deduction of $87,488.58 for taxes left the net revenue for 1912 at $1,163,007.94.

So far as Canadian Companies were concerned the actual net revenue, after deducting taxes, was as follows:—

Canadian Express Company	$283,281.33
Dominion Express Company	645,288.94
Canadian Northern Express Company	192,496.25

Measuring this net revenue against capital liability, following was the result for the Canadian Companies in 1912:

	Capital Liability.	Percentage of Net Revenue.
	$	
Canadian Express Company	1,705,200	16·6
Dominion Express Company	2,040,000	31·6
Canadian Northern Express Company	1,000,000	19·2

The average for the three companies was 23.4.

The following balance sheet gives a concise summary of the financial results for the year:—

	$ cts.
Gross receipts from operation	10,994,418 10
Less express privileges	4,892,242 49
Operating revenue	6,102,175,61
Operating expenses	4,880,120 00
Net operating revenue	1,222,055 61
Net revenue from outside operations	28,440 91
Total net revenue	1,250,496 52
Less taxes	87,488 58
Balance for the year	1,163,007 94

The Canadian Express Company charged $48,965.27 to additions and betterments, while the Dominion Express Company deducted $160,000 for dividends, $160,000 for reserves and $80,000 for property renewal. In striking a net balance for the year, however, the true balance is the amount given above

—$1,163,007.94. Dividends, appropriations for betterments, reserves, &c., merely explain what disposition was made of the balance. In other words, such items are strictly matters of domestic book-keeping. They do not in any way reduce the profits from operation.

The following is a statement of operating revenues for the year ended June 30, 1912:—

Revenue from transportation:—

Express revenue	$10,575,699 00
Miscellaneous	41,675 90
Total	$10,617,375 80

Other than transportation:—

	$ cts.	
Money orders—domestic	201,534 88	
Money orders—foreign	18,056 02	
Travellers' cheques—domestic	2,806 60	
Travellers' cheques—foreign	2,714 92	
C. O. D. cheques	83,791 24	
Other earnings	68,138 64	
		$377,042 30
Gross revenue		$10,994,418 10

A comparison of revenue from other sources than transportation, in 1911 and 1912, would point to growth in such items. Following are the facts:—

	1911	1912
	$ cts.	$ cts.
Money orders—domestic	181,395 28	201,534 88
Money orders—foreign	16,985 06	18,056 02
Travellers' cheques—domestic	2,895 74	2,806 60
Travellers' cheques—foreign	1,186 21	2,714 92
C.O.D. cheques	39,701 71	83,791 24
Other earnings	26,149 59	68,138 64
Total	268,313 59	377,042 30

Operating expenses, as distinct from express privileges, amounted to $4,880,120, and were distributed in 1911 and 1912 as follows:—

	1911	1912
	$ cts.	$ cts.
Maintenance	33,721 75	214,489 59
Traffic expenses	104,307 20	94,186 61
Transportation expenses	3,871,901 69	4,075,515 28
General expenses	141,297 27	495,928 52
Total	4,151,227 91	4,880,120 00

Details of the maintenance account for two years are as follows:—

	1911		1912	
	$	cts.	$	cts.
Superintendence	312	19	9,392	13
Buildings, fixtures and grounds	90	68	121,287	00
Office equipment	1,313	53	11,836	77
Horses	3,038	87	11,636	62
Vehicles—repairs	11,165	15	45,020	44
Vehicles—renewals	558	17	2,880	75
Stable equipment	2,218	01	9,416	48
Transportation equipment	547	73	2,516	76
Other expenses	87	23	174	58
Undistributed	14,390	19	328	06
Total	$33,721	75	214,489	59

Traffic expenses consisted of the following items:—

	1911.		1912.	
	$	cts.	$	cts.
Superintendence	55,631	57	51,809	37
Outside agencies	4,162	55	6,948	20
Advertising	8,081	56	12,805	80
Traffic associations	3,700	66	6,170	72
Stationery and printing	12,859	38	16,159	89
Other expenses	13,532	00	131	67
Undistributed	6,339	48	160	96
Total	$104,307	20	$94,186	61

Transportation expenses:—

	1911.		1912.	
	$	cts.	$	cts.
Superintendence	1,202,400	59	174,208	91
Office employees	278,461	55	960,871	05
Commissions	357,009	65	720,315	68
Wagon employees	138,378	99	458,835	65
Office supplies and expenses	26,082	42	111,691	01
Rent of local offices	37,645	62	467,264	18
Stable employees	10,282	47	43,356	78
Stable supplies and expenses	441,178	43	340,959	37
Train employees	157,788	13	454,508	84
Train supplies and expenses	2,286	13	4,179	58
Transfer employees	2,345	36	46,962	88
Transfer expenses	59,711	74	41,378	26
Stationery and printing	97,592	79	113,857	81
Loss and damage—freight	76,840	97	107,297	41
Loss and damage—money	361	31	15,976	32
Damage to property	54	77	631	98
Injuries to persons	680	64	5,752	91
Other expenses	618,524	04	4,052	04
Undistributed	364,270	09	3,414	62
Total	3,871,901	69	4,075,5 5	28

General expenses:—

	1911	1912
	$ cts.	$ cts.
Salaries and expenses of general officers	27,575 46	66,010 00
Salaries and expenses of clerks, &c	50,438 05	264,687 18
General office supplies and expenses	14,779 04	37,885 63
Law expenses	2,199 99	9,376 61
Insurance	6,204 71	28,563 18
Pensions	6,006 11	48,085 59
Stationery and printing	2,950 72	21,116 54
Other expenses	576 73	19,677 63
Undistributed	30,566 46	526 16
Total	141,297 27	495,928 52

It is worthy of emphasis that the items of salaries and wages in the foregoing statements make up a total of $2,474,287.78. While the payments charged under the various heads are not wholly remuneration for services, they are very largely so. If to such items is added the account for commissions, the final aggregate is $3,194,603.46. This sum was equal, in 1912, to 65.5 per cent of the total operating expenses.

FINANCIAL PAPER.

The business done by express companies in financial paper during the year 1912 amounted to $56,995,122.78, which was $4,829,270.21 greater than for the preceding year. The details for the two years are as follows:—

Financial Paper.	1911		1912.	
	Number.	Amount.	Number.	Amount.
		$ cts.		$ cts.
Money orders—domestic	2,789,691	43,361,803 54	3,330,997	45,620,681 99
" " foreign	87,245	2,205,980 16	99,022	2,698,796 91
Travellers' cheques—domestic	37,857	998,051 35	45,432	1,279,085 66
" " foreign	47,646	1,200,930 00	41,307	1,051,621 00
C. O. D. Cheques	.....	3,639,778 93	.....	5,514,821 50
Telegraphic transfers	.....	113,726 91	.....	182,770 07
Letters of credit issued	.....	156,921 01	.....	142,166 30
Other forms	.....	488,660 67	.....	505,179 35
	2,962,439	52,165,852 57	3,516,758	56,995,122 78

The number of offices at which financial paper was available in 1912 was 6,238. As the total number of express offices in the Dominion was 2,915, it will be seen that the business in express financial paper finds numerous outside channels.

EQUIPMENT.

Information with regard to equipment in 1911 and 1912 will be found in the following tabular statement:—

Equipment.	1911.		1912.	
	Number.	Value.	Number.	Value.
		$ cts.		$ cts.
Automobiles			2	7,516 00
Car safes, stationary	123	24,497 21	123	24,097 21
Double wagons	98	32,811 43	108	32,401 85
Four wheel trucks	1,917	53,737 72	1,941	59,675 47
Horses	814	148,598 06	1,245	160,879 36
Messengers' safes	685	16,344 56	752	16,426 21
Messengers' packing trunks	1,085	15,688 34	1,051	17,791 54
Office furniture, &c		60,357 63		67,362 91
Office safes	935	91,612 29	1,095	127,153 56
Single wagons	681	115,113 54	1,099	53,369 47
Sleighs	738	18,573 19	1,086	27,055 15
Stable equipment		27,956 24		
All other equipment		71,803 37		66,655 70

TAXES.

The tax bill of express companies operating in Canada amounted to $87,488.58 in 1912, as compared with $32,869.25 in 1911. The distribution by provinces was as follows:—

	$ cts.
New Brunswick	1,129 58
Nova Scotia	440 69
Prince Edward Island	280 20
Quebec	21,156 53
Ontario	46,755 72
Manitoba	3,377 83
Saskatchewan	2,146 75
Alberta	1,695 19
British Columbia	1,820 00
Foreign	3,671 71
Undistributed	4,964 39
	87,488 58

CONCLUSION.

The details of all accounts which have been dealt with in this introduction will be found in the tables attached hereto.

I have the honour to be, sir

Your obedient servant,

J. L. PAYNE,

Comptroller of Statistics.

TABLE 1.—STATEMENT of Operating Mileage and Mileage by Provinces for the Year ending June 30, 1912.

	1	3	4	5	6	7	8
Name of Express Company.	Mileage over Steam Roads.	Mileage over Electric Lines.	Mileage over Steamboat Lines.	Mileage over Stage Lines.	Mileage over Miscellaneous Lines.	Total Mileage.	Mileage Covered in Outside Operation.
1 American Express*..	1,169.68	29.00	90.50		1.25	1,290.43	
2 Canadian Express..	6,559.31	66.00	757.00	22.00	2.00	7,406.31	2,630.00
3 Canadian Northern Express ..	5,233.49	22.00				5,255.49	
4 Dominion Express ..	12,606.36	161.61	1,712.00	124.91		14,604.88	16,490.00
5 Great Northern Express ..	661.86					661.86	
6 National Express.....	80.16					80.16	
7 United States Express...	224.84					224.84	
8 Wells Fargo Express....	319.60		602.00			921.60	
Total..	26,855.30	278.61	3,161.50	146.91	3.25	30,445.57	19,120.00

*Including National Express Company, Eastern and Western Divisions.

TABLE 1.—STATEMENT of Operating Mileage and Mileage by Provinces for the Year ending June 30, 1912.

	9	10	11	12	13	14	15	16	17	18	19	20
Name of Express Company.	New Brunswick.	Nova Scotia.	Prince Edward Island.	Quebec.	Ontario.	Manitoba.	Saskatchewan.	Alberta.	British Columbia	Yukon.	Foreign.	Total Mileage.
1 American Express*				465.60	800.83				24.00			1,290 43
2 Canadian Express	660.50	634 20	213.10	1,362 49	4,279.00						257 02	7,406 31
3 Canadian Northern Express				646 09	850 00	1,780 25	1,568 75	366 70			43 70	5,255 49
4 Dominion Express	717 91	504 93		1,360.35	3,862 40	1,591 39	2,129 45	1,383 34	3,055.11			14,604 88
5 Great Northern Express						236 51			425 35			661 86
6 National Express				80.16								80 16
7 United States Express					224 84							224 84
8 Wells Fargo Express					228 96				91 22	601 48		921 60
Total	1,378.41	1,139.13	213.10	3,914.69	10,245 97	3,608 15	3,698.20	1,750.04	3,595 68	601.48	300 72	30,445 57

*Including National Express Company, Eastern and Western Divisions.

TABLE 2.—STATEMENT of Capital for the Year ending June 30, 1912.

1	2	3	4	5	6	7	8	9	10	11	12
Name of Express Company.	STOCKS.			FUNDED DEBT.							
							DESIGNATION.				
	Common Amount Outstan'ing.	Preferred Amount Outstan'ing.	Total Amount Outstan'ing.	Proportion to Total Capital.	Amount Outstanding	Proportion to Total Capital.	Bonds.	Income bonds.	Miscellaneous Obligations.	Total Capital.	Total Cash Realized on Stocks.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1 American Express											
2 Canadian Express	1,705,200 00		1,705,200 00							1,705,200 00	865,200 00
3 Canadian Northern Express	1,000,000 00		1,000,000 00							1,000,000 00	
4 Dominion Express	2,000,000 00		2,000,000 00		40,000 00				40,000 00	2,040,000 00	2,000,000 00
5 Great Northern Express											
6 National Express											
7 United States Express											
8 Wells Fargo Express											
Total	4,705,200 00		4,705,200 00		40,000 00				40,000 00	4,745,200 00	2,865,200 00

TABLE 3.—COST of Real Property and Equipment to and including Year ending June 30, 1912.

Number.	Name of Express Company.	Account.							
		Real Estate used in Operation.	Buildings and Fixtures used in Operation.	Equipment.					Total Cost.
				Cars.	Horses.	Vehicles.	Other Equipment.	Total Equipment	
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	American Express								
2	Canadian Express	260,200 00			14,765 36	19,736 79	56,165 98	150,668 13	410,868 13
3	Canadian Northern Express		3,781 94		16,102 20	18,327 95	36,377 38	71,107 53	74,889 47
4	Dominion Express	500,000 00	1,145,184 00		99,058 70	151,525 45	286,998 07	537,582 22	2,182,766 22
5	Great Northern Express								
6	National Express								
7	United States Express								
8	Wells Fargo Express								
	Total	760,200 00	1,148,965 94		160,226 26	249,590 19	379,541 43	759,357 88	2,668,523 82

Table 4.—Summary Statement of Income Account for the Year ending June 30, 1912.

1	2	3	4	5	6	7	8	9
Number.	Name of Express Company.	Account.						
		Gross Receipts from Operation.	Express Privileges Dr.	Operating Revenues.	Operating Expenses.	Net Operating Revenue.	Net Revenue from Outside Operations.	Total Net Revenue.	Taxes.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	American Express..	912,766 58	440,083 72	472,682 86	436,935 86	35,747 00		35,747 00	4,964 39
2	Canadian Express..	3,046,186 41	1,386,873 70	1,659,312 71	1,347,773 34	311,539 37	6,276 24	317,815 61	34,534 28
3	Canadian Northern Express.	778,642 28	302,837 35	475,804 93	276,411 07	199,393 86		199,393 86	6,897 61
4	Dominion Express .	6,084,052 42	2,674,862 35	3,109,190 07	2,748,276 24	660,913 83	22,164 67	683,078 50	38,389 56
5	Great Northern Express	70,274 49	42,164 69	28,109 80	22,687 16	5,422 64		5,422 64	966 10
6	National Express	62,524 72	26,064 16	36,460 56	31,108 02	5,352 54		5,352 54	328 79
7	United States Express	23,904 94	11,323 39	12,581 55	12,498 51	83 04		83 04	986 05
8	Wells Fargo Express	16,066 26	8,033 13	8,033 13	4,429 80	3,603 33		3,603 33	421 80
	Total..	10,994,418 10	4,892,242 49	6,102,175 61	4,880,120 00	1,222,055 61	28,440 91	1,250,496 52	87,488 58

Table 4.—Summary Statement of Income Account for the Year ending June 30, 1912.

Number.	Name of Express Company.	10	11	12	13	14	15	16	17	18	19
		Account.									
		Operating Income.	Other Income.	Gross Corporate Income.	Deductions from Gross Income.	Net Corporate.	Dividends.	Additions and Betterments.	Appropriations to Reserves.	Property Renewal.	Balance for Year.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	American Express	30,782 61		30,782 61		30,782 61					30,782 61
2	Canadian Express	283,281 33		283,281 33	45,345 95	237,935 38		48,965 27			188,970 11
3	Canadian Northern Express	192,496 25	180 74	192,676 99		192,676 99					192,676 99
4	Dominion Express	644,688 94		644,688 94	1,800 00	642,888 94	160,000 00		160,000 00	80,000 00	242,888 94
5	Great Northern Express	4,456 54		4,456 54		4,456 54					4,456 54
6	National Express	5,023 75		5,023 75		5,023 75					5,023 75
7	United States Express	Dr. 903 01		Dr. 903 01		Dr. 903 01					Dr. 903 01
8	Wells Fargo Express	3,181 53		3,181 53		3,181 53					3,181 53
	Total	1,163,007 94	180 74	1,163,188 68	47,145 95	1,116 042 73	160,000 00	48,965 27	160,000 00	80,000 00	667,077 46

TABLE 5. Statement of Operating Revenues for the Year ending June 30, 1912

Number.	1	2	3	4	5	6	7	8	9	10	11	12	13
		REVENUE FROM TRANSPORTATION.			REVENUE FROM OPERATION OTHER THAN TRANSPORTATION								
	Name of Express Company.	Express Revenue.	Miscellaneous Transportation	Total Revenue from Transportation.	Money Orders.	Domestic Money Orders.	Foreign Travellers Cheques.	Domestic Travellers Cheques.	Foreign C.O.D. Cheques.	Other Earnings.	Gross Receipt from Operation	Express Privileges, Dr.	Total Operating Revenues.
		$ cts	$ cts	$ cts	$ cts	$ cts.	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts
1	American Express....	876,011 66		876,011 66	6,496 33		282 16	833 91	7,073 17	22,069 05	912,766 58	440,083 72	472,682 86
2	Canadian Express. . .	2,945,744 61	17,052 07	2,962,796 68	59,355 13			593 77	21,800 74	1,610 09	3,046,186 41	1,386,873 70	1,659,312 71
3	Canadian Northern Express	752,935 67		752,935 67	15,820 80				9,885 81		778,642 28	302,837 35	475,804 93
4	Dominion Express... .	5,829,915 51	24,623 83	5,854,539 34	118,612 95	18 012 51	2,524 11	1,287 24	11,886 36	11,159 58	6,084,052 42	2,674,862 35	3,409,190 07
5	Great Northern Express	68,866 45		68,866 45	1,249 67	43 51			144 86		70,274 49	42,164 69	28,109 80
6	National Express . . .	62,254 80		62,254 80						269 92	62,524 72	26,064 16	36,460 56
7	United States Express . .	23,904 94		23,904 94							23,904 94	11,323 39	12,581 55
8	Wells Fargo Express.. .	16,066 26		16,066 26							16,066 26	8,033 13	8,033 13
	Total .	10,575,699 90	41,675 90	10,617,375 80	201,534 88	18,056 02	2,806 60	2,714 92	83,791 21	68,138 64	10,994,418 10	4,892,242 49	6,102,175 61

Table 6.—Summary Statement of Operating Expenses for the Year ending June 30, 1912.

1	2	3	4	5	6	7	8	9	10	11	12	13
	Maintenance.											
Name of Express Company.	Superintendence	Buildings, Fixtures and Grounds.	Office Equipment	Cars. Repairs.	Cars. Renewals.	Horses	Vehicles. Repairs.	Vehicles. Renewals	Stable Equipment	Transportation. Equipment	Other Expenses.	Total Maintenance
	$ cts.	$ cts.	$ cts.	$ cts.	$ ct.	$ cts.	$ cts.	$ cts.	$ ct.	$ cts.	$ cts.	$ cts.
1 American Express	398 93	1,398 89	2,272 51			1,570 30	5,484 88	1,654 25	1,458 89	1,102 53	7 60	21,348 57
2 Canadian Express			2,491 97			1,250 00	14,612 62	1,110 00	2,529 15	233 56		25,231 29
3 Canadian Northern Express	20 00	67 14	1,350 16			1,006 02	1,302 96		1,008 40	39 22	18 15	4,812 06
4 Dominion Express	8,839 19	116,775 50	5,453 05			1,357 15	23,076 15		1,272 91	1,083 10	4 25	160,861 30
5 Great Northern Express	124 15	6 48	135 22			116 17	229 78	9 99	64 51	24 54	8 58	719 39
6 National Express	9 86	0 25	93 37			202 00	134 07	82 76	56 37	70 36	135 95	734 99
7 United States Express		38 74	37 49			134 98	179 98	23 75	26 25	12 50		453 69
8 Wells Fargo Express												328 06
Total	9,392 13	121,287 00	11,836 77			11,636 62	45,020 44	2,880 75	6,416 48	2,516 76	174 58	214,489 59

TABLE 6.—SUMMARY Statement of Operating Expenses for the year ending June 30, 1912—*Continued.*

14	15	16	17	18	19	20	21	22	23	24	25	26
	TRAFFIC EXPENSES.							TRANSPORTATION EXPENSES				
Name of Express Company.	Superintendence.	Outside Agencies.	Advertising.	Traffic Associations.	Stationery and Printing.	Other Expenses.	Total Traffic.	Superintendence.	Office Employees.	Commissions.	Wagon Employees.	Office Supplies and Expenses.
	$ cts	$ cts	$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts	$ cts	$ cts.	$ cts.	$ cts.
1 American Express	3,253 69	2,892 87	674 34	179 58	746 94	2 75	7,750 17	21,702 15	96,968 40	36,397 54	60,403 76	13,022 42
2 Canadian Express	3,750 00	3,987 68	2,481 90	2,304 10	1,872 61		14,396 29	43,945 54	272,676 15	326,779 67	136,308 07	39,016 60
3 Canadian Northern Express	1,939 95		171 47	1,320 25	1,645 82		5,077 49	13,846 61	49,391 53	64,295 22	29,346 67	4,052 40
4 Dominion Express	42,498 25		9,448 22	2,348 78	11,758 94	128 92	66,183 11	92,348 73	529,022 99	285,184 44	224,628 83	54,336 70
5 Great Northern Express	287 49		23 00	11 04	89 33		410 86	957 92	3,906 14	4,185 83	3,072 99	382 21
6 National Express		0 16	62	72			1 50	1,013 01	5,947 44	1,900 67	3,149 31	586 97
7 United States Express	79 99	67 49	6 25	6 25	46 25		206 23	394 95	2,958 40	1,572 31	1,926 02	293 71
8 Wells Fargo Express							160 96					
Total	51,809 37	6,948 20	12,805 80	6,170 72	16,159 89	131 67	94,186 61	174,208 91	960,871 05	720,315 68	458,835 65	111,691 01

Table 6.—Summary Statement of Operating Expenses for the Year ending June 30, 1912—*Continued.*

	27	28	29	30	31	32	33	34	35	36	37	38	39
		Transportation Expenses—*Continued.*											
	Name of Express Company.	Rent of Local Offices.	Stable Employees.	Stable Supplies and Expenses.	Train Employees.	Train Supplies and Expenses.	Transfer Employees.	Transfer Expenses.	Stationery and Printing.	Loss and Damage Freight.	Loss and Damage Money.	Damage to Property.	Injuries to Persons.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	American Express	17,723 29	8,805 19	36,154 63	30,172 51	1,496 72	28,429 31	2,105 13	8,420 26	16,984 33	73 81	175 13	582 54
2	Canadian Express	37,396 26	10,339 82	97,278 42	135,618 83	833 80	.....	30,205 93	29,399 27	28,755 36	13,253 37	55 82	898 68
3	Canadian Northern Express	6,472 45	1,726 03	15,709 85	42,537 50	100 23	1,072 25	722 00	12,960 73	2,369 23	.....	58 13	409 00
4	Dominion Express	403,544 27	21,751 61	186,804 76	239,811 10	1,645 91	14,859 82	8,224 26	61,966 17	57,251 39	2,635 65	333 29	3,691 97
5	Great Northern Express	946•70	192 37	1,399 10	2,947 06	29 72	473 79	.....	531 01	771 26	.....	2 61	110 85
6	National Express	710 02	230 55	2,305 27	2,544 44	66 95	1,911 49	120 94	325 40	653 40	2 24	3 25	14 87
7	United States Express	471 19	311 21	1,307 34	877 40	6 25	216 22	.....	254 97	512 44	11 25	3 75	45 00
8	Wells Fargo Express	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total	467,264 18	43,356 78	340,959 37	454,508 84	4,179 58	46,962 88	41,378 26	113,857 81	107,297 41	15,976 32	631 98	5,752 91

TABLE 6.—SUMMARY Statement of Operating Expenses for the Year ending June 30, 1912.

10	11	12	13	14	15	16	17	18	19	20	21	22
			GENERAL EXPENSES.									
Name of Express Company	Other Expenses.	Total Transportation.	Salaries and Expenses General Officers.	Salaries and Expenses Clerks, Attendants.	General offices Supplies and Expenses.	Law Expenses.	Insurance.	Pensions.	Stationery and Printing.	Other Expenses.	Total General Expenses.	Total Operating Expenses.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1 American Express	Cr. 1,824 27	374,792 85	3,790 11	19,488 21	1,790 62	1,937 92	2,534 54	1,950 35	610 06	912 20	33,044 01	436,935 86
2 Canadian Express	1,202,761 59		27,135 59	47,752 69	15,314 77	1,089 53	4,550 19	6,000 00	3,051 42	490 00	105,384 19	1,347,773 34
3 Can. Northern Express	Cr. 696 24	244,373 59	3,470 46	12,686 05	599 59	2,791 12	2,304 16		191 06	102 49	22,447 93	276,411 07
4 Dominion Express	2,023 61	219,065 50	31,290 20	182,902 95	19,972 12	3,415 84	18,881 07	39,920 71	17,200 79	17,582 65	331,166 33	2,748,276 24
5 Great Northern Express	450 22	20,359 78	101 40	824 35	83 31	4 81	134 65		41 32	4 29	1,197 13	22,687 16
6 National Express	7,089 96	28,576 18	133 08	631 71	81 47	55 64	131 06	207 02	8 13	547 24	1,795 35	31,108 02
7 United States Express	8 76	11,171 17	86 16	401 22	43 75	78 75	27 51	7 51	13 76	8 76	667 12	12,498 51
8 Wells Fargo Express		3,414 62									526 16	4,429 80
Total	1,052044	075,515 28	66,010 00	264,687 18	37,885 63	9,376 61	28 563 18	18,085 59	21,116 54	19,677 63	495,928 52	188,120 00

TABLE 7.—SUMMARY Statement of Taxes and Assessments by Provinces for the Year ending June 30, 1912.

1	2	3	4	5	6	7	8	9	10	11	12	13
	PROVINCE.											
Name of Express Company	New Brunswick.	Nova Scotia.	Prince Edward Island.	Quebec.	Ontario	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	Yukon.	Foreign.	Total Amount
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1 American Express												1,964 39
2 Canadian Express	564 28	321 96	280 20	6,223 99	23,559 78	550 45	285 55	866 16			1,881 94	31,534 28
3 Can. Northern Express				358 20	3,159 37	641 81	673 70	274 73			1,789 80	6,897 61
4 Dominion Express	565 30	118 73		14,245 55	19,050 52	1,912 77	1,237 49	554 30	704 90			38,389 56
5 Great Northern Express						272 80			693 30			966 10
6 National Express				328 79								328 79
7 United States Express					986 05							986 05
8 Wells Fargo Express									421 80			421 80
Total	1,129 58	440 69	280 20	21,156 53	46,755 72	3,377 83	2,196 74	1,695 19	1,820 00		3,671 74	87,488 58

TABLE 8.—SUMMARY Statement of Equipment Owned for the Year ending June 30, 1912.

Number.	1 Name of Express Company.	2 Automobiles.		3 Cars.		4 Car safes, Stationary.		5 Double Wagons.		6 Four-wheel Trucks.		7 Horses and other Draft Animals		8 Messenger's Safes.	
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
1	American Express														
2	Canadian Express														
3	Can. Northern Express	1	3,016 00			2	375 00	40	7,565 60	602	11,475 00	320	44,765 36	193	3,742 70
4	Dominion Express	1	4,500 00			27	827 00	15	3,461 00	106	4,314 12	68	16,402 20	48	1,826 67
5	Great Northern Express					94	22,895 21	53	21,372 23	1,288	43,443 35	851	99,058 70	102	10,780 84
6	National Express									11	275 00	3	428 30	2	20 00
7	United States Express													3	30 00
8	Wells Fargo Express									14	168 00	3	225 00	4	26 00
	Total	2	7,516 00			123	24,097 21	108	32,401 83	20,21	5,9675 47	1,245	160,879 56	652	16,426 21

TABLE 8.—SUMMARY STATEMENT of Equipment Owned for the Year ending June 30, 1912—*Continued.*

Number.	Name of Express Company	9		10		11		12		13		14		15		16	17
		Messenger's Packing Trunks.		Office Furniture and Fixtures.		Office Safes.		Single Wagons.		Sleighs.		Stable Equipment.		All Other Equipment.		Total Number.	Total Amount.
		No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		
			$ cts.		$ cts.		$ cts.		$ cts.		$ cts.		$ cts.		$ cts.		$ cts.
1	American Express..																
2	Canadian Express..	310	4,468 99		14,222 88	313	14,610 00	270	32,620 30	217	9,340 89	269	6,802 31		679 10	2,536	150,668 13
3	Canadian Northern Express	22	428 97		4,614 83	173	16,342 11	39	7,385 00	46	1,462 95		2,404 35		5,619 33	545	71,107 53
4	Dominion Express	716	12,884 58		48,168 91	590	71,033 71	379	86,244 14	417	39,409 08		17,744 13		60,050 34	4,791	537,582 22
5	Great Northern Express..	1	2 00		119 18	12	631 32	4	554 12	2	47 45		39 36		236 93	35	2,353 66
6	National Express	2	10 00			1	20 00								36 00	6	96 00
7	United States Express..			47	236 50	6	240 00	7	350 00	4	40 00	7	65 00	9	34 00	101	1,384 50
8	Wells Fargo Express																
	Total	1,051	17,791 54	47	67,362 30	1,095	102,877 14	699	127,153 56	686	53,300 37	276	27,055 15	9	66,655 70	8,014	763,192 04

TABLE 9.—SUMMARY Statement of Equipment Owned for the

Number	Name of Express Company	Money Orders Sold				Travellers	
		Domestic.		Foreign.		Domestic.	
		Number.	Amount.	Number.	Amount.	Number.	Amount.
			$ cts.		$ cts.		$ cts.
1	American Express	116,302	1,509,496 49			24,403	653,190 00
2	Canadian Express	871,039	10,654,595 31				
3	Canadian Northern Express	328,042	4,333,344 25				
4	Dominion Express	2,000,919	28,761,392 07	98,957	2,697,925 35	21,029	625,895 66
5	National Express	14,695	271,853 87	65	871 56		
7	United States Express						
8	Wells Fargo Express						
	Total	3,330,99	745,620,681 99	99,022	2,698,796 91	45,432	1,279,085 66

*All Money Orders sold by National Express Co., appear in the account of the American Express Co.

SESSIONAL PAPER No. 20e

Year ending 30th June, 1912.

8	9	10	11	12	13	14	15	
CHEQUES.								
FOREIGN.		C. O. D. Checks Issued.	Telegraphic Transfers.	Letters of Credit Issued.	Other Forms of Remittance Paper Issued.	Number of Express Offices in Canada.	Number of Offices Money Orders on Sale.	Number.
Number.	Amount.							
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.			
29,555	798,270 00	146,892 22	18,304 55	142,166 30		162	140	1
5,920	132,160 00	1,222,240 61			352,651 85	863	807	2
		795,799 11				409	421	3
5,832	121,191 00	3,297,168 05	164,465 52		152,527 50	1,385	4,823	4
		52,721 51				39	39	5
						17		6
						29		7
						11	8	8
41,307	1,051,621 00	5,514,821 50	182,770 07	142,166 30	505,179 35	2,915	6,238	

TELEGRAPH STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30

1912

A. W. CAMPBELL,
Deputy Minister of the Department of Railways and Canals.

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1913

[No. 20F—1913.]

To Field Marshal His Royal Highness Prince ARTHUR WILLIAM PATRICK ALBERT, *Duke of Connaught and Strathearn, and Earl of Sussex, in the Peerage of the United Kingdom, Prince of the United Kingdom of Great Britain and Ireland, Duke of Saxony, Prince of Saxe-Coburg and Gotha; Knight of the Most Noble Order of the Garter; Knight of the Most Ancient and Most Noble Order of the Thistle; Knight of the Most Illustrious Order of Saint Patrick; one of His Majesty's Most Honourable Privy Council; First and Principal Knight Grand Cross and Great Master of the Most Honourable Order of the Bath; Knight Grand Commander of the Most Exalted Order of the Star of India; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George; Knight Grand Commander of the Most Eminent Order of the Indian Empire; Knight Grand Cross of the Royal Victorian Order; Personal Aide-de-Camp to His Majesty the King; Governor General and Commander-in-Chief of the Dominion of Canada.*

MAY IT PLEASE YOUR ROYAL HIGHNESS,—

The undersigned has the honour to present to Your Royal Highness Telegraph Statistics for the year ended June 30, 1912.

F. COCHRANE,
Minister of Railways and Canals.

To the Honourable F. COCHRANE,
Minister of Railways and Canals.

SIR,—I have the honour to submit the first report of the Comptroller of Statistics, in relation to the operations of Telegraph Companies in the Dominion of Canada for the year ended June 30, 1912.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL,

Deputy Minister of Railways and Canals.

Office of the Comptroller of Statistics
Ottawa Dec. 5, 1912.

A. W. Campbell, Esq., C.E.,
Deputy Minister of Railways and Canals.

Sir,—I have the honour to submit herewith my first statistical report on the telegraph interests of Canada, covering operations for the year ended June 30, 1912.

The statistics appended hereto were required from telegraph companies under authority of an amendment to the Railway Act, passed by Parliament in 1911. They relate entirely to companies engaged in the commercial telegraph business, and have no reference to railway telegraph interests. That is to say, companies which conduct both a commercial and railway telegraph have reported only in relation to the commercial aspect.

In the preparation of schedules it was necessary to create reporting bases. The question of uniformity did not arise, since it is not known that any other country has in force a comprehensive scheme of telegraph statistics. It was deemed expedient in this situation to make the reporting forms as simple as possible. Elaboration may take place as suggested by experience. For the primary report, schedules were prescribed having reference to:

Organization.
Capitalization.
Cost of Property and Equipment.
Revenue from Operation.
Operating Expenses.
Balance Sheet.
Pole Mileage.
Wire Mileage.
General Statistics.

Reports were received from fourteen companies out of fifteen doing business in Canada. These corporations are broadly divided into cable companies, land telegraph companies and cable and land telegraph companies combined. The cable companies are as follows:—

Anglo-American Telegraph Company.
American Telegraph and Cable Company.
Commercial Cable Company.
Direct United States Cable Company.
Halifax and Bermudas Cable Company.
Pacific Cable Board.

The telegraph companies operating on land are:—

Anglo-American Telegraph Company.
Canadian Northern Telegraph Company.
Canadian Pacific Railway Company's Telegraph.
Dominion Government Telegraph Service.

Grand Trunk Pacific Telegraph Company.
Great North Western Telegraph Company of Canada.
North American Telegraph Company.
Temiskaming and Northern Ontario Railway Commission.
Western Union Telegraph Company.

The Marconi Wirless Telegraph Company of Canada occupies a unique field, in that it operates both on land and water and cannot be classified with the other telegraph organizations. The Anglo-American Telegraph Company also provides both a land and cable service.

Geographically, it might be said that the Maritime Provinces are served by the Western Union, the Canadian Pacific and the Anglo-American Companies, although the last named is leased and operated by the Western Union. The Dominion Government operates lines in the unsettled sections of the lower Provinces, chiefly as aids to navigation. The Central Provinces of Ontario and Quebec are served by the Great North Western, the Canadian Pacific and the North American Companies, as well as by the Temiskaming & Northern Ontario Railway Commission. The Western Provinces have the lines of the Canadian Pacific, the Great North Western, the Grand Trunk Pacific, the Canadian Northern and the Dominion Government.

HISTORICAL DATA.

In presenting this first statistical report, it is fitting that a general sketch should be given of the various telegraph companies the interests of which are dealt with in tabular and other form. It is clear that the Great North Western Telegraph Company of Canada represents the combination of pioneer units in the telegraph field, and because of that important fact a somewhat lengthy sketch has been procured from Mr. A. C. McConnell, the Secretary of that Company. It was written by Mr. A. F. Easson, whose identification with Canadian telegraph interests began as far back as 1849. Mr. Easson's historical contribution is as follows:—

THE MONTREAL TELEGRAPH COMPANY.

As early as 1846, T. D. Harris, a hardware merchant of Toronto, and a few public spirited Canadian gentlemen associated themselves into a company to secure the construction of a line of Morse telegraph between Toronto and Niagara, via Hamilton and St. Catharines. The money needed was easily raised, and when at last the company was fully organized it was named 'The Toronto, Hamilton, Niagara & St. Catharines Electro Magnetic Telegraph Company,' with a capital of $16,000, and for which a suitable charter was procured. The line was built by Samuel Porter, long and favourably known in United States telegraphic circles. It will be remembered that a telegraph line between Washington and Baltimore was first opened for public business in the United States on April 1st, 1845. Up to that date the line had been worked by Prof. Morse and his associates as a curiosity. Mr. Porter suspended a wire across the Niagara River to connect the wire at Queenston with Lewiston, N.Y., and built for this first Canadian Telegraph Company an honest and well appointed line. After its completion he served for a time as its Superintendent, and was later on succeeded by Percy R. Marling. Meanwhile, on the American side, David Kissock constructed a line connecting the Canadian Company's wires with Buffalo, N.Y., with William Kissock as Manager at Buffalo, and in 1852 both properties were purchased by the Montreal Telegraph Company, which

had meanwhile been organized for the purpose of connecting telegraphically all the chief centres of Canadian commerce.

The Montreal Telegraph Company was organized in Montreal in 1847, with a capital of $60,000, and in March of that year Mr. O. S. Wood was invited to become its Superintendent. The company was meanwhile incorporated under a liberal charter granted by the Provincial legislature, and Andrew Shaw, a gentleman of enterprise and energy, was elected its first President. About the same time H. P. Dwight and James Dakers, the later afterwards Secretary of the company, entered its service.

The appointment of Mr. Wood was in every way fortunate for the company. He had studied under Prof. Morse and was his first pupil. He had been connected with his brother-in-law, Mr. Ezra Cornell (who later on founded Cornell University) in the construction of American lines, and had all the practical information and experience needed in his new position. In actual work, also as an operator, in the construction and operation of the experimental lines at Washington and New York, and in erecting the first business line between Buffalo and New York in the fall of 1845, he had become familiar with all the necessities of an efficient telegraphic structure. Mr. Wood was also a man of the highest character and thoroughly comprehended his mission.

The construction of the line, which was at first limited to the territory between Quebec and Toronto, was assigned to Livingston & Wells, the well known Express men of New York. In this also the Montreal Telegraph Company was fortunate, inasmuch as it assured them the faithful fulfillment, by experienced builders, of an important service. The result of these favorable facts was that the line of the Montreal Telegraph Company, when completed, was the first on this continent which united in it from the very start the conditions of success. The internal arrangements were also similarly complete. The instruments with which the offices were furnished were, of course, of the Morse apparatus, and were constructd by S. W. Chubbuck & Son, of Utica, N.Y., from models approved by Mr. Wood, and were of the finest workmanship, strong and durable. The reception of messages by sound had not yet been inaugurated, and was indeed still regarded with much apprehension. Recording registers were, therefore, supplied for every office. During the eighteen years of Mr. Wood's wise and prudent administration this state of thorough efficiency was preserved and gave the line a character for promptitude and reliability which established the Company as one of the most vigorous and useful of the social and commercial organizations of the country. At the close of 1847 the Montreal Telegraph Company worked 540 miles of wire, had nine offices, employed thirty five persons and had sent, in all, 33,000 messages.

In 1847, Frederick Gisborne, a gentleman who early interested himself in the subject of Atlantic cable communication, started 'The British North American Electric Association.' It was designed under this organization to erect a telegraph line to connect Quebec with the lower Provinces and finally with the Atlantic coast. It was built, however, only as far as River Du Loup, 112 miles below Quebec, and there rested for some years. It was afterwards extended by John A. Torney to Woodstock, N.B. and there formed a connection with the American Telegraph Company, which, by that time had leased the lines of the Eastern Provinces. The capital stock of this Company, or Association, was $25,000. A second organization bearing the same corporate name constructed a line from Quebec to Montreal, which was, however soon after, amalgamated with the Eastern Company. These enterprises proved so utterly unproductive that the lines East of Quebec became the property of the Mon-

treal Telegraph Company, without charge, and the Quebec and Montreal section was purchased by the same company at one third of its cost.

About the same tine, Hon. Malcolm Cameron interested himself in the construction of a line from Hamilton to London: but after a doubtful existence of eighteen months, it was abandoned and soon disappeared.

In 1849 The Montreal and Troy Telegraph Company was organized, and built a line from Montreal to the Canadian frontier and thence, via Whitehall to Troy, under what was called 'The Troy and Canada Junction Telegraph Company.' These lines were built and the Company organized by Ezra and Alonzo B. Cornell, and were worked for several years as one line in connection with the Montreal Telegraph Company. Mr. A. B. Cornell, who was a son of Ezra Cornell, during the first two years after their construction, was the Manager of the Montreal office. Mr. A. B. Cornell later on became Governor of New York State. The section of this line north of Whitehall, N.Y., became, after a few years, under a compact with the leading American lines, a part of the property of the Montreal Telegraph Company. In like manner the lines of the Vermont and Boston Telegraph Company from Rouses Point to Montreal and Ogdensburg, N.Y. were acquired first by lease and then by purchase. During all this period a number of minor companies were started here and there throughout the Provinces, all of which about as speedily expired. One of these which showed a more promising vitality was a company organized in 1850 by Joseph Aumond, and others, to construct a line of telegraph from Montreal to Bytown, now Ottawa, a distance of 125 miles. But life went roughly with it, and after a few hard fought years it was purchased by the Montreal Telegraph Company at a merely nominal price. A new impetus was given to telegraph line building in the Provinces by the passage in 1852 by the Canadian Legislature of a general telegraph law. This led to the organization of 'The Grand Trunk Telegraph Company' (this concern had no connection with the Grand Trunk Railway) under which a line was built from Buffalo to Quebec and which promised a lively opposition. This Company, however, like its predecessors, dragged along during a few years when its lines were purchased by the Montreal Telegraph Company at a cost of $11,000.

Before the Grand Trunk Telegraph Company became extinct, Mr. Weller, the proprietor of a line of stage coaches, which at that time ran between Toronto and Montreal, became financially interested in the concern and thinking to improve its fortunes had the name of the company changed to 'The International Telegraph Company;' but it did no better under this title and the end came as described. With marvellous vitality, however, the purchase of this line was followed by the building of another over the same ground under what was called 'The Provincial Telegraph Company,' an organization brought into being as a branch of the 'United States Telegraph Company,' which at that period was spreading rapidly and widely through the United States. This also survived a few years, when the United States Telegraph Company becoming, in 1866, absorbed by the Western Union Telegraph Company and the 'Provincial' sold out to the Montreal Telegraph Company.

Sir Hugh Allan, who had early interested himself in the fortunes of the Montreal Telegraph Company, became its President in 1851. It is no exaggeration to say that no one man made himself more thoroughly felt in the realm of enterprize in all its most public and prominent features in the history of Canada than did Sir Hugh Allan. He early selected the ocean steamship, the rail and the telegraph, as the three great leading channels in which to throw the weight of an unusally energetic character.

Immediately on assuming the Presidency, Sir Hugh Allan, in concert with Mr. Wood, projected important extensions of the lines of the Company and urged the necessity and the propriety of extending the telegraph to the most remote points of the country. Lines to the frontiers of population were built. Places far remote from railroads and from the centres of commerce were made accessible, and at the close of 1875 the Company had in operation 20,000 miles of wire, 1,400 offices and 2,000 employees. The number of messages transmitted during the year preceding, in addition to millions of words in press dispatches, was 2,000,000. Under an enlightened policy and by the enlargement of the capital to $2,000,000, to provide the means of communication wherever needed, the lines of the Montreal Telegraph Company, instead of their operation being limited to Toronto and Quebec as in 1847, were extended from Sackville, N. B. to Detroit, Mich., from Montreal to Portland, Me., from Montreal to Oswego, N. Y., from Toronto to Buffalo, N. Y., and to the most northerly boundaries of Ontario.

In 1865 Mr. O. S. Wood, after a long and honourable service, resigned, when Mr. James Dakers was appointed Superintendent of the Eastern, and Mr. H. P. Dwight, Superintendent of the Western Division of the Company's territory. The Montreal Telegraph Company could not have had a more faithful officer. There is nothing more marked in the history of the Montreal Telegraph Company than the high and faithful character of its executive officers. Still another example of this is to be found in Mr. H. P. Dwight, who has by great prudence and ability and by rare and intelligent vigour proved himself worthy of the highest trusts. To great fidelity Mr. Dwight added a clear and steady judgment which gave him much weight in the Executive management, and which led to perfect confidence in his administrative prudence and sagacity.

The Montreal Telegraph Company built its own offices at Quebec, Montreal, Ottawa and Toronto.

One of the most important measures carried out by the liberal policy of the Montreal Telegraph Company has been in the arrangement of its tariff. In doing this it has been, of course, much aided by its exceptional freedom from the drain caused by inferior construction, which in so many cases has periled the existence and maimed the service of so many companies. By absolutely refusing, also, all inducements to increase its stock, except in the acquisition and representation of actual property, it kept itself powerful for the most radical and aggressive measures. For some years prior to 1871 it had carefully and steadily reduced the basis of its tariffs as its facilities multiplied and its business increased. Thus, while the lines were extended to new regions, additional wires added to the trunk lines, new offices opened to meet public convenience and the capital enlarged to cover the cost of new property, the tariff was correspondingly lowered without impairing the average profits of the business. And when, in 1871, the Company found that the outside structure was measurably complete, that all available territory where population or commerce seemed to demand the telegraph, was covered, that the Company was utterly free from debt, it ordered on June 1st, 1871, the establishment of a uniform tariff of twenty five cents for ten words and one cent for each added word throughout its entire territory from Sarnia to Sackville. The only exception to this was an order to limit the charge on messages to places under twelve miles from any office to fifteen cents.

At the time of amalgamation with the Great North Western Telegraph Company in 1881, the Montreal Telegraph Company owned and operated 20,479 miles of wire, had 1,507 offices, 2,625 instruments and numbered in its employ 70 female and 2,267 male employees.

The organization of the Company was as follows:—

President: Sir Hugh Allan.
Secretary: James Dakers. Treasurer: Charles Bourne.

Board of Directors.

George W. Campbell, M. D. Andrew Allan,
Peter Redpath, Hon. E. G. Penny,
General Eastern Superintendent—James Dakers, Montreal,
General Western Superintendent—H. P. Dwight, Toronto,
District Superintendents, N. W. Bethune, Ottawa; E. Pope, Quebec.

Sir Hugh Allan, the pioneer and mainstay of the Company in its early history, died in Edinburgh, Scotland, while on a visit to that city on the 9th of December, 1882. Mr. James Dakers, the faithful and capable Secretary and Superintendent, died in Montreal on the 15th of April, 1887, and Mr. O. S. Wood, the Company's first Superintendent, full of years and honours, passed away at the great age of ninety two at his home near New York City in 1906.

THE DOMINION TELEGRAPH COMPANY.

Mr. Selah Reeves, who had had considerable experience in starting telegraphic enterprises in the United States, began operations to found the Dominion Telegraph Company in 1868. The organization of the Company under that title took place in incipient form in that year under the general laws of Canada relative to Telegraph Companies. It was organized chiefly on subscriptions said to have been obtained in Clifton, Ontario. Mr. Reeves received the contract for the construction of the lines; but after a few hundred miles had been built the work proved to be so unsatisactory that the stockholders, at a meeting held in Quebec in 1869, cancelled the contract. By that time a few men of energy who had been drawn into the enterprise determined to endeavour to save the property from ruin and make the Company a success. Under their management the contract for the further extension of the lines was given to E. Colby, of Oswego, N. Y., under a fair contract, and the wires were gradually extended until all points of importance between Buffalo, N. Y., Detroit and Quebec were connected. The Company was not thoroughly organized until January 11, 1870, when its annual meeting was held at Toronto. At that time the line was still very limited and incomplete, but had been freed from embarrassments and had been commended to public appreciation by the election of the following officers: Hon. J. McMurrich, President; J. I. McKenzie, Vice-President; Jas. Michie, Treasurer; Hon. J. H. Cameron, Consulting Counsel; Hon. M. C. Cameron, Solicitor and H. John Colles, Secretary. The Board of Directors comprised Hon. J. McMurrich A. R. McMaster L. Moffatt, J. Michie, Hon. W. Cayley, J. I. McKenzie, A. Copp, S. Nelson and T. N. Gibbs.

The Company had been organized under the General Telegraph laws of the Dominion; but in 1871 the passage of a special act of incorporation was secured to clear away the debris of the former. In 1874 a further act was passed which granted the same rights and privileges enjoyed in the Provinces of Ontario and Quebec, to the Eastern Provinces. The Company's lines terminated at Oswego, Buffalo, Detroit and Quebec and embraced 3,660 miles of line, 7,162 miles of wire and 366 offices. Its connections in the United States were with the Atlantic and Pacific and Vermont International Telegraph Companies. The Dominion Telegraph Company also had a contract for a term of years with the Direct United States Cable Company, which secured it the European business of that

Company for Canada. The Company finally extended its lines through Canadian territory from the cable landing at Tor Bay, Nova Scotia, via Halifax to Quebec by way of Pictou, New Glasgow, Guysboro, Cape Canso and Antigonish, to complete which $300,000 in bonds were issued.

The capital of the Dominion Telegraph Company was now $700,000. It had a pole mileage of 5,142, wire mileage 11,501, number of offices 608 and, at the time of amalgamation with the Great North Western Telegraph Company, the Board of Directors was as follows:—

Directors.—Hon. T. N. Gibbs, President; John I. McKenzie, Vice-President; Jas. Michie, Treasurer; Thos. Swinyard, Managing Director, and Hon. Wm. Cayley, W. F. McMaster, A. Copp and Lawrence Olyphant. *Local Directors.*—M. H. Gault, Montreal; and A. Joseph, Quebec. *Executive Officers.*—Thos. Swinyard, General Manager, Toronto; and Fred. Roper, Secretary, Toronto. *Divisional Superintendents.*—H. Neilson, Toronto; C. R. Hosmer, Montreal; T. C. Elwood, Toronto, and D. R. McQuarrie, Halifax.

THE GREAT NORTH WESTERN TELEGRAPH COMPANY OF CANADA

The Great North Western Telegraph Company of Canada was incorporated by act of Parliament of Canada, May 7th, 1880, with a capital of $400,000. The Provisional Directors were:—Hon. John Norquay, Hon. Alex. Morris, Hon. A. G. Bannatyne, Hon. C. P. Brown, J. S. Aikins, E. P. Leacock, H. S. Donaldson, C. MacDonald, J. Anderson, G. A. Kirkpatrick, T. Swinyard, Hon. Dr. Schultz, F. W. Strange, J. G. Haggart, A. Markham, and James J. Foy.

In 1881 the stock of the Company was purchased by a new proprietry who, on the 30th of August, 1881, elected directors as follows:—Erastus Wiman, Hon. Wm. McDougall, Adam Brown, W. Gooderham, D. H. Bates, James Hedley, O. S. Wood, Richard Fuller, and A. S. Irving.

Mr. Erastus Wiman, of New York, was elected President, and Mr. O. S. Wood, of Montreal, Vice-President. Mr. Harvey P. Dwight, who had for many years been Western Superintendent of the Montreal Telegraph Company, was appointed General Manager; Frederick Roper, Secretary of the Dominion Telegraph Company, was chosen Secretary and Auditor, and Mr. Arthur Cox, Treasurer.

Acting under the powers conferred by the charter of the Company, a lease was effected of both the lines of the Dominion Telegraph Company and the Montreal Telegraph Company, and the Great North Western Telegraph Company assumed full charge and control of both. The former consisted of over five thousand miles of poles and nearly twelve thousand miles of wire, and the latter of about seventeen thousand five hundred miles of poles and thirty-two thousand miles of wire. These extended systems were merged under one management and in friendly alliance with the Western Union Telegraph Company.

The President of the Great North Western Telegraph Company, Mr. Erastus Wiman, and to whom its organization is chiefly due, was born in Churchville, Ontario, in 1834.

Mr. Wiman's interest in the telegraph owed its origin to an acquaintance with Mr. Dwight, and it was through Mr. Wiman's active influence and labour that the Dominion and Montreal Telegraph Companies became finally organized

into the Great North Western Telegraph Company and which led to his election as a Director of the Western Union Telegraph Company. It had been the design of the original incorporators of the Great North Western Telegraph Company to establish the headquarters of the Company at Winnipeg, Manitoba; but this idea was soon abandoned. The natural headquarters were at Toronto, and were placed there. At the close of 1884 the records of the Company showed:– Miles of poles, 22,507; Miles of wire, 44,058; Offices, 1,992; Employees, (Males, 2,817, Females, 210), 3,207; and Messages, 2,422,298.

The uniform tariff over the Company's lines between offices in the Provinces of Ontario, Quebec and New Brunswick during the day is 25c for ten words and at night 25c for twenty five words. Between offices not over twelve miles apart, 15c for ten words day or night alike. Press rates 25c for one hundred words.

At the formation of the Great North Western Telegraph Company, the Superintendents were as follows:—Angus Grant, Montreal; N. W. Bethune, Ottawa; Ben B. Toye, Toronto; Edwin Pope, Quebec; Warren Dow, Plattsburg, N. Y. and H. McDougall, Winnipeg; R. F. Easson, Supt. of Reports, Toronto; W. S. Battin, Assistant to General Manager, Toronto; and J. Poustie, Supt. of Construction and Maintenance, Montreal.

The lines in Canada, especially those belonging to the Montreal Telegraph Company, have always been noted for excellence and solidity of construction. Galvanized wire imported from England was first used on the lines between Montreal and Quebec, and nothing inferior has ever been employed. Heavy copper wire is now used on some of the longest and most important circuits, and its offices are equipped with all the latest and most modern telegraphic inventions and appliances. This whole system is now under the closest alliance with the Western Union Telegraph Company and from its business centres, such as Toronto, Hamilton, Ottawa, Montreal, Quebec and Winnipeg, direct wires connect with the chief cities of the United States.

Mr. Erastus Wiman died at St. George, Staten Island, New York, on February 9th, 1904. He had resigned from the Presidency of the Great North Western Telegraph Company some years prior to his death, and Mr. H. P. Dwight succeeded him to this office with the title of General Manager and President. In October, 1903, Mr. Dwight resigned from the General Managership of the Company but retained the Presidency, which office he held up to the time of his death, which occurred at Toronto on July 4th, 1912.

On the retirement of Mr. Dwight from the General Managership of the Company in October, 1903, Mr. Isaac McMichael was appointed in his place, with headquarters at Toronto. Mr. McMichael was a Canadian by birth, having been born in Brantford, Ontario, but an American by training.

On the death of Mr. McMichael, in 1911, Mr. Geo. D. Perry, who had been an official of the Company since its re-organization in 1881, was promoted from the position of Secretary-Treasurer to that of General Manager. The Executive officials of the Company are now:—Adam Brown, Vice-President; Geo. D. Perry, General Manager; A. C. McConnell, Secretary and Auditor and D. E. Henry, Treasurer.

ACKNOWLEDGMENT.

I desire to acknowledge my gratitude to Mr. McConnell and Mr. Easson for the preceding historical sketch, the value of which is beyond question. Statistical information respecting the Great North Western Telegraph Company will be found in the subjoined tables.

THE CANADIAN PACIFIC.

The Canadian Pacific operates a commercial telegraph service under its corporate rights as a railway. Organization took place on 17th February, 1881. The control of telegraph interests is not separate from the control of the railway, and the officers are in each case the same. The Company has the largest wire mileage in the Dominion, and carries on operations in all the provinces, with the single exception of Prince Edward Island. It has not absorbed the interests of any other telegraph organization; but has proceeded from the start on an independent and self-contained basis. Information with respect to the property and business of the Company is given in the body of this report.

The capital liability of the telegraph interest is wrapped up in the stocks and bonds of the railway. The gross revenue from operation was $3,009,767.84 in 1912, against which there were operating expenses of $1,435,944.28. The net balance was handed over to the railway Company.

During the original construction of the Canadian Pacific Railway on the Lake Superior Division and Western Lines, a small amount of telegraph business was handled for the general public. On January 1st, 1886, a Telegraph Department was formed, with Mr. C. R. Hosmer, as Manager, and in September of the same year the department opened up for general commercial business from Montreal to the Pacific Coast. Almost from the start it was evident that the department would prove a success.

Up to December, 1899, the official staff consisted of the Manager, four Superintendents, Chief Electrician and Assistant and four Superintendents of Construction; but the business had grown to such an extent that it was deemed necessary to have the following official staff:—Manager of Telegraphs, Mr. James Kent, who succeeded Mr. Hosmer in December, 1899; Assistant Manager of Telegraphs, General Superintendent of Western Lines, eight Superintendents and twenty-one Assistants or Inspectors.

The plant has increased from 4,964 miles of poles, 16,790 miles of wire and 435 offices in 1887, to 13,386 miles of poles and cable, 87,703 miles of wire and 1,424 offices in 1912. The traffic increased from 567,840 messages sent in 1887, to 4,286,009 in 1912. In 1887 the lines were extended eastward to the City of Quebec, in 1888 to St. John, N.B., and in 1889 to Halifax and Canso, N.S., where they connect with the deep sea cables for Europe. In 1893 the lines were further extended eastward to Sydney and Louisburg in Cape Breton. Extensions were also made throughout other parts of Canada over all new branches of the Canadian Pacific Railway, and lines acquired by that company as well as over some roads belonging to other companies, and the Canadian Pacific Railway telegraph lines now reach every point of any importance throughout the Dominion of Canada either by its own wires or by direct connection with the Government lines.

The Department has direct connection and working arrangements with the Commercial Cable Co. for Europe and beyond; with the Halifax and Bermudas Co. for Bermuda and the West Indies; with the Pacific Cable Board for Australia,

New Zealand, Fanning Island, etc.; and through the Postal Telegraph-Cable Co., with the Commercial Pacific Co. for Japan and China; with the United States and Hayti and the New York Havana Co. and via Galveston for the West Indies and South America.

Connection is made with the Postal Telegraph-Cable Company at Sumas, B.C., North Portal, Sask., Emerson, Man., Sault Ste. Marie, Mich., Detroit, Mich., Niagara Falls, Ont., Morristown, N. Y., Richford, Vt., and Mattawamkeag, Me., through wires being worked between cities in Canada and leading cities in the United States. The Executive of the department realized that in order to give the best service it was necessary to work through wires between the leading points, and at first for all such wires put up No. 6 BW. gauge iron wire. This wire was found satisfactory for distances up to 1,400 miles (with 2 automatic repeaters) when there were only a small number of wires on the poles; but the traffic has increased to such an extent that it was found advisable to work wires through from Montreal to Vancouver, and in order to do so it was necessary to use copper. Copper wire weighing 300 pounds per mile was therefore erected for this purpose and the time saved in the handling of traffic between Eastern Canada and the Pacific Coast was so noticeable that additional copper wires were put up. For some years back all new circuits of any importance have been constructed of copper. At the end of 1911, 42% of all the wire in service was copper, and 20% heavy iron wire, the remaining 38% being for local circuits.

In 1888 one wire (worked duplex) between Montreal and Winnipeg was sufficient to carry all the traffic between Eastern Canada and points west of the Great Lakes, as well as a considerable amount of traffic between the Eastern States and the Pacific Coast States. At present there are two wires worked between Montreal and Vancouver, three from Toronto to Winnipeg, four from Montreal to Winnipeg, three from Winnipeg to Vancouver, all worked duplex which doubles the capacity of each wire; besides which there are other wires for shorter distances. The Telegraph Department has offices in the Company's own buildings at Quebec, Montreal, Fort William, Moosejaw, Calgary, Lethbridge, Revelstoke and Vancouver and there are now being erected new office buildings in Toronto, Sudbury, while buildings are projected in Winnipeg and Edmonton. All the larger offices are equipped with either motor-generators or storage battery.

WESTERN UNION.

The Western Union Telegraph Company was incorporated by the Legislature of the State of New York in April, 1851, and represents at the present time the consolidation of a considerable number of telegraph interests in the United States and Canada.

The official organization of the Company on June 30 last was as follows:—President, Theodore N. Vail; Vice Presidents, Newcomb Carlton, J. B. VanEvery, G. W. E. Atkins and Thomas F. Clark. Directors, Oliver Ames, Boston, Mass; Union N. Bethel, New York City; Henry A. Bishop, Bridgeport, Conn; Robert C. Clowry, Henry P. Davison, Chauncey M. Depew; James Stillman, Harry B. Thayer Theodore N. Vail, Henry Walters and John I. Waterbury, New York City; Robert Winsor, Boston, Mass; Harris C. Fahnestock, Henry M. Flagler, Robert M. Galloway, Edwin Gould, George J. Gould and Edward J. Hall, New York City; Henry S. Howe, Boston, Mass; John J. Mitchell, Chicago, Ill; Thomas H. Hubbard, Edward T. Jeffrey, Charles Lanier, Lewis Case Ledyard, Robert S. Lovatt, William H. Moore, J. Pierpont Morgan, Jacob H. Schiff and Joseph J. Slocum, New York City.

Secretary, William H. Baker; Treasurer, A. R. Brewer; General Counsel, Rush Taggart; General Attorney, George H. Fearons; General Auditor, E. Y. Gallaher; General Manager, B. Brooks. The official address of the Company is 195 Broadway, New York City.

The control of the Company is vested in the stockholders, of whom there were 12,461 on June 30, 1912. Each share of stock represents one vote.

The capital of the Company consists of 1,000,000 shares of common stock of the par value of $100 each. The total par value of stock outstanding on June 30 was $99,817,100. The annual dividend is at the rate of three per cent, and amounted to $2,991,823,50 for 1912.

The funded debt of the Company on June 30 was $28,745,000, on which interest is paid at the rate of 4½ and 5 per cent, according to the stipulation in the bond. The Company also holds the bonds of leased companies liability on which it has assumed, to the amount of $3,857,000.

The cost of real property and equipment up to June 30, 1912, was $136,251,623. The total assets were $167,555,333.28.

It has not been practicable to separate the capital liability of the Company nor the value of real property and equipment as between Canada and the United States.

The operations of the Company in Canada are chiefly in the provinces of Nova Scotia, New Brunswick and Prince Edward Island. It has minor interests in Quebec and British Columbia.

The gross revenue of the Company from Canadian business in 1912 was $354,888.19, and operating expenses amounted to $266,828.81.

THE NORTH AMERICAN.

The North American Telegraph Company operates a comparatively small mileage in the district about Kingston, Ontario, and is controlled by the Bell Telephone Company. Its officers, with the exception of the Secretary-Manager, are the officers of the Bell Telephone Company. It was organized in 1886, with a capital of $200,000, all of which was used for property and equipment.

Although in 1912 there was a balance as between gross revenue and operating expenses of $12,348.26, the Company did not declare a dividend.

THE CANADIAN NORTHERN.

Although the Canadian Northern Telegraph Company has a separate corporate existence, it is directly identified with the Canadian Northern Railway Company. The affairs of the two companies are practically identical and the head offices are at Toronto. The capital of the Telegraph Company consists of $500,000 in common stock, on which a dividend has not been declared, and $800,000 of first mortgage bonds, on which the rate of interest is five per cent. Organization took place on June 30, 1902.

The operations of the Company follow more or less closely the railway line, and are distributed over the provinces of Ontario, Manitoba, Saskatchewan and Alberta.

The gross revenue in 1912 was $226,445.45, and the operating expenses were $108,143.11. The report of the Company does not show what disposition was made of net earnings.

THE GRAND TRUNK PACIFIC.

This Company was organized on November 8, 1906, with a capitalization of $100,000 in the form of common stock. The control is vested absolutely in the Grand Trunk Pacific Railway Company, which provided and owns all the real property and equipment. The officers are the officers of the railway company, and headquarters are at Montreal.

The Grand Trunk Pacific Telegraph Company is being operated 'under construction,' as is the railway, and net earnings are applied for the reduction of the cost of construction. The balance thus dealt with in 1912 was $7,127.93, out of gross earnings of $55,392.47.

The Company has a considerable wire mileage in the provinces of Ontario, Manitoba, Saskatchewan, Alberta and British Columbia; but its operations are almost wholly along the line of the railway.

THE T. & N. O. TELEGRAPH.

The Temiskaming & Northern Ontario Railway, which is owned and operated by the Government of Ontario, provides a commercial telegraph service along its right of way in the Northern sections of the province. The business done, while relatively small, is of material consequence to the district in which telegraph facilities are thus provided. The net earnings for 1912 were $26,941.78, out of gross earnings of $38,932.03. The headquarters of the T. & N. O. Railway are at Toronto. Mr. A. J. McGee is the Secretary of the Commission.

GOVERNMENT TELEGRAPH SERVICE.

The Dominion Government first established a telegraph service in 1879. Mr. F. N. Gisborne was made Superintendent. The primary purpose was to aid navigation, and to establish telegraphic connection with remote points along the Gulf of St. Lawrence and Atlantic coast. In the Northwest Territories lines were run across the prairies for the purposes of the Mounted Police. The opening up of the Yukon in 1896 led to the construction of several thousands of miles of line into the new mining country. For all the purposes of the Government Telegraph Service 8,383 miles of wire have been strung on 7,883 miles of poles. In addition there are 256 miles of submarine cable.

It was not in any direct sense intended that the Government Telegraph Service should be used for commercial purposes; but it has been made use of in greater degree year by year. The gross revenue in 1912 was $200,330.20, against which, however, was an operating cost of $505,731.73.

Mr. D. H. Keeley, of the Public Works Department, Ottawa, is the Superintendent of the Government Telegraph Service.

Facts with regard to pole and wire mileage, and the distribution by provinces will be found in the proper table in the body of this report.

CABLE COMPANIES.

Six Cable companies have a terminus in Canada—five on the Atlantic coast and one on the Pacific. They are all controlled by foreign interests, and several of them merely land at Canso, in Nova Scotia, because of geographical considerations. Reports have been received from five of these cable companies, and three of them relate wholly to capitalization. These three are under

the control, by lease or other arrangement, of the Western Union Telegraph Company, and the results of operation are involved in the statistics of that Company.

The Pacific cable was constructed, and is owned and operated by a partnership of Governments—Great Britain, Australia, Canada and New Zealand. It lies between Bamfield in British Columbia, and Australia, with a bifurcation to New Zealand. Canada is not only one of the owners, but to Canada belongs the distinction of having projected the Pacific Cable and urged its construction upon the Governments which now constitute the owning partnership. It was in 1893 that Sir Mackenzie Bowell, at that time Minister of Trade and Commerce in the Canadian Government, undertook what has been officially described as the Mission to Australia. He was accompanied by Sir Sandford Fleming, who was the originator and persistent advocate of the Pacific Cable. As one of the results of that mission the Colonial Conference of 1894 took place in Ottawa. The construction of a cable between Canada and British Colonies in the South Seas was endorsed by the Conference. Positive action was not taken, however, until 1900, following the Imperial and Colonial Conference of that year, at which Sir William Mulock represented Canada. The Pacific Cable Act was adopted by the Imperial Parliament in 1901, and the laying of the cable began within a year thereafter.

The essential features of the partnership agreement under which the Pacific Cable was constructed and is operated may be briefly stated. The capital cost of £2,000,000 was raised by a Board styled in the Act 'The National Debt Commissioners,' the repayment of which is to be by a terminable annuity at the rate of £77,540.18.0—which includes interest at 3 per cent. The first payment was made in 1903 and the last will be due in 1952. This fund, plus whatever deficit may arise from operation, is to be made up annually by the Government partners in the following proportions: Great Britain, five eighteenths; Canada, five eighteenths; Australia, six eighteenths and New Zealand, two eighteenths. The larger share falling upon Australia is due to the fact that at the time of the agreement the Commonwealth had not been formed, and three of the States had each assumed two eighteenths of the obligation. Canada's payment in 1912 was $55,000 in round figures. The Pacific Cable has been in operation since 1902, and the volume of business has grown steadily. The Board has leased from the Canadian Pacific Railway a land line running from Bamfield, B. C. to Montreal, which has facilitated the transmission of messages between Great Britain and the Antipodes.

THE MARCONI WIRELESS.

The Marconi Wireless Telegraph Company of Canada occupies a field by itself, It can neither be classified with companies which operate a cable nor, with companies which operate a land line, although its functions partake of the character of both. The Canadian Company was organized in 1903, and was in many respects the pioneer organization in the realm of wireless development. The primary experiments in cross-Atlantic wireless telegraphy were carried on in Canada, the first station having been erected near Glace Bay in Nova Scotia. This experimental work was aided by the Dominion Government, and to that extent distinction attaches to Canada.

The Marconi Wireless Telegraph Company has headquarters at Montreal, and on the 30th June last its officers were:—President,—Andrew A. Allan; Vice-President—G. Marconi; Directors—J. N. Greenshields. Robert Bicker-

dike, Godfrey C. Isaacs, and G. M. Bosworth; Secretary treasurer—Alex. E. Reoch; General manager—J. H. Lauer. The capitalization of the Company is $5,000,000.

CAPITAL AND COST.

The capital liability of telegraph companies operating in Canada was reported at $202,580,365, of which $160,342,873 was represented in stocks, and $42,237,492 in bonds. The statements which created this total related to several companies having headquarters outside the Dominion; on the other hand, capital liability was not attached to the Canadian Pacific, the Temiskaming & Northern Ontario, and the Dominion Government Telegraph Service.

Of the distinctly Canadian Corporations, the capital liability was made up as follows:—

	Stocks.	Bonds.
	$	$
Canadian Northern Telegraph Company..	500,000	800,000
Grand Trunk Pacific Telegraph Company..	100,000	
Great North Western Telegraph Company.	500,000	
Marconi Wireless Telegraph Company.....	5,000,000	
North American Telegraph Company.....	200,000	
Total.....	6,300,000	800,000

The cost of real property and equipment was put down at $184,149,677, of which a large percentage had reference to foreign organizations. The figures of Canadian Companies were as follows:—

Canadian Pacific Railway Company.....	$6,696,421
Dominion Government Telegraph Service....	1,975,000
North American Telegraph Company.....	57,522
Pacific Cable Board.....	87,133
Temiskaming & Northern Ontario.....	84,250
Total.....	$8,900,326

The foregoing figures require explanation. In the first place, the alleged cost of the telegraph property of the Canadian Pacific Railway Company is an appraisement of present value. The actual outlay was probably much lower, and the Company does not assume any responsibility in connection with the valuation. It is claimed that a separation was not made at the time of construction as between the cost of railway and commercial lines. Moreover, in some cases the same wires are used for both purposes. The cost of the Dominion Government Telegraph Service is also an estimate. The figures attached to the Pacific Cable Board relate wholly to expenditures in Canada. The cost of the whole work was in excess of $10,000,000.

REVENUE AND OPERATING EXPENSES.

Revenue from operation for the year ended June 30, 1912, amounted to $5,216,170.92. These figures relate wholly and definitely to Canadian business, with this qualification: So far as the Western Union Telegraph Company is

concerned, it was not possible to give exact information. The best that could be done under the circumstances was to make an arbitrary assignment of income and outgo to the Canadian end of the business. In doing this, there is cause for the inference that too low an apportionment was made of Canada's share in the business of the Company, to which might have been added the immense volume of telegraph business which passed through the offices of the three cable companies in Canada and which are operated by the Western Union. It is hoped to have a better adjustment made for the current year.

The total revenue was made up as follows:—

Canadian Northern Telegraph Company	$226,445 45
Canadian Pacific Railway Company	3,009,767 84
Dominion Government Telegraph Service	200,330 20
Grand Trunk Pacific Telegraph Company	55,392 47
Great North Western Telegraph Company	1,161,414 92
Halifax & Bermudas Cable Company	68,805 00
Marconi Wireless Telegraph Company	143,018 00
North American Telegraph Company	26,331 42
Pacific Cable Board	73,861 40
Temiskaming & Northern Ontario Commission	38,932 03
Western Union Telegraph Company	354,888 19
Total	$5,359,188 92

Operating expenses had a total of $3,379,336.96, and were distributed among the reporting organizations as follows:—

Canadian Northern Telegraph Company	$108,143 11
Canadian Pacific Railway Company	1,435,944 28
Dominion Government Telegraph Service	505,731 73
Grand Trunk Pacific Telegraph Company	48,264 54
Great North Western Telegraph Company	839,602 95
Halifax & Bermudas Cable Company	26,140 00
Marconi Wireless Telegraph Company	148,485 00
North American Telegraph Company	13,983 16
Pacific Cable Board	122,708 13
Temiskaming & Northern Ontario Commission	11,990 25
Western Union Telegraph Company	266,828 81
Total	$3,527,821 96

EQUIPMENT.

It was not practicable to assign wire mileage to cable lines; but with respect to land lines the figures disclosed by the various reports received represented a total of 168,017.23 miles. This mileage of wire was divided into the following classes:—

Galvanized	116,974 miles
Copper—overhead	50,100 "
" underground	254 "
" submarine	689 "

There were also reported 36,218 miles of wire, chiefly copper, as being devoted to multiple operation—that is, the duplex and the quadruplex systems. It is not clear, however, that such mileage is actually over and above the figures in the following table.

The pole mileage amounted to 40,785. Having regard to the wire mileage, it would seem that each pole represented an average of a little over four wires.

The pole and wire mileage was split up among the provinces as follows:—

Province.	Pole mileage.	Wire mileage.
Nova Scotia	2,828	9,878
New Brunswick	1,867	8,376
Prince Edward Island	14	14
Quebec	7,515	24,249
Ontario	10,514	58,207
Manitoba	3,803	18,184
Saskatchewan	5,382	21,257
Alberta	2,895	14,491
British Columbia	3,467	10,571
Yukon	2,498	2,713
Total	40,785	167,939

The discrepancy of 78 miles between the wire mileage given in a preceding table and the foregoing arose from the inpracticablity of classifying that number of miles of cable in two of the reports.

It is manifest that the mileage assigned to Prince Edward Island is wholly inadequate. The reason for the low figures reported is found in the fact that the land lines in that province are almost wholly owned and operated by the Anglo-American Cable Company. Cable companies did not, for obvious cause, report any wire mileage.

PUBLIC SERVICE.

The public service of telegraph companies operating in Canada was represented in the transmission of 9,252,540 land messages and 768,559 cablegrams for the year ended June 30, 1912.

The business of cable companies, as distinct from companies operating a land service, is reckoned in words rather than messages. In so far as the facts are not revealed in the number of cablegrams reported as having been handled by land companies, it was not found practicable for the purposes of this first report to ascertain the number of words transmitted through the cables which have a terminus in Canada. Much of that business, as has been explained, has no reference to Canada. The lines in Canada merely form a link between Great Britain, for example, and the United States. It may be possible for the current year to obtain statistics in relation to the volume of business transmitted in that way. The Pacific Cable Board, however, reported 2,131,376 words, as compared with 1,849,613 in the preceding year.

EMPLOYEES.

The total number of employees reported was 4,828. Of these, 2,579 were classified as operators, of whom, 2,413 were males and 166 females.

The salaries and wages paid during the year amounted to $2,703,032.09, which was equal to 76.7 per cent of the total operating expenses.

CONCLUSION.

It has not been an easy matter to get the facts to which reference has been made in preceding paragraphs. The companies concerned were not prepared to report, and in some cases caused long delays. It is hoped, however, that the data gathered for the year 1912 will at least form a basis for comparisons in years to come which will be helpful and instructive.

The tables which follow will disclose considerable information in detail.

I have the honour to be, sir,

Your obedient servant,

J. L. PAYNE,,

Comptroller of Statistics.

Table 1.—Capital Liability, Cost, Gross Revenue and Operating Expenses.

Name of Company.	Address.	Capital Stock.	Funded Debt.	Cost of Real Property and Equipment.	Revenue from Operation.	Operating Expenses.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Anglo-American Telegraph Co., Ltd.	London, Eng.	34,066,666 66		34,066,666 66		
American Telegraph & Cable Co.	New York	14,000,000 00				
Canadian Northern Telegraph Co.	Toronto	500,000 00	800,000 00		226,445 45	108,143 11
Canadian Pacific Railway Co.	Montreal			6,696,421 40	3,009,767 84	1,435,944 28
Direct United States Cable Co., Ltd.	London, Eng.	5,909,106 66		5,909,106 66		
Dominion Government Telegraph Service	Ottawa			1,975,000 00	200,330 20	505,731 73
Grand Trunk Pacific Telegraph Co.	Montreal	100,000 00			55,392 47	48,264 54
Great North Western Telegraph Co. of Canada	Toronto	500,000 00			1,161,414 92	839,602 95
Halifax & Bermudas Cable Co., Ltd.	London, Eng.	250,000 00		757,740 00	68,805 00	26,140 00
Marconi Wireless Telegraph Co. of Canada, Ltd.	Montreal	5,000,000 00			143,018 00	148,485 00
North American Telegraph Co.	Kingston, Ont.	200,000 00		57,521 88	26,331 42	13,983 16
Pacific Cable Board	London, Eng.		8,835,491 73	87,132 80	73,861 40	122,708 13
Temiskaming & Northern Ontario Ry. Commission	Toronto			84,250 00	38,932 03	11,990 25
Western Union Telegraph Co.	New York	99,817,100 00	32,602,000 00	134,515,838 00	354,888 19	266,828 81
Total		160,342,873 32	42,237,491 73	184,149,677 40	5,359,186 92	3,527,821 96

Table 2.—Gross Revenue and the Sources Thereof.

Name of Company.	Local Messages.	Conjoint Messages.	Press Reports.	Market Reports.	Cablegrams.	Money Orders.	Leased Wires.	Miscellaneous
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Canadian Pacific Railway Co.	1,920,027 96	581,223 06	64,478 13	4,514 57	192,473 43	18,405 28	190,092 57	35,552 84
Canadian Northern Telegraph Co.	107,851 65	107,851 64	5,916 12	2,851 04			1,975 00	
Dominion Government Telegraph Service	200,330 20							
Grand Trunk Pacific Telegraph Co.	51,370 94	4,021 53						
Great North Western Telegraph Co.	287,042 95	541,070 58	81,206 96	90,738 59	34,395 85	12,374 19	**81,483 26	33,102 54
Halifax and Bermudas Cable Co., Ltd.			1,560 00		60,095 00			7,150 00
Marconi Wireless Telegraph Co. of Can., Ltd.	*44,915 00				‡27,745 00			†70,358 00
North American Telegraph Co.	2,272 23	13,155 23			253 60	115 38	10,534 98	
Pacific Cable Board					73,861 40			
Temiskaming and Northern Ont. Ry. Com.	17,149 84	17,734 53			124 03		3,923 63	
Western Union Telegraph Co.	120,529 44	120,529 44	2,678 67	333 50	95,765 37	9,875 76		5,176 01
Total	2,751,490 21	1,385,586 01	158,839 88	98,437 70	484,713 68	40,770 61	288,009 44	151,339 39

*Ship messages. ‡Transatlantic. **Includes pole rentals. †Includes subsidies.

TABLE 3.—Operating Expenses.

Name of Company.	Salaries.	Stationery and Printing.	Maintenance of Line and Equipment.	Maintenance of Buildings, etc.	Legal Expenses.	Insurance.	Commissions.	Taxes.	Miscellaneous.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Canadian Pacific Railway Co.	1,160,637 12		79,279 02	*196,028 14					
Canadian Northern Telegraph Co.	75,786 46	5,760 21	456 12						
Dominion Government Telegraph Service	505,731 73						12,349 98		13,790 34
Grand Trunk Pacific Telegraph Co.	9,913 62	710 41	29,832 46	1,424 93					
Great North Western Telegraph Co.	428,865 16	18,641 49	175,056 40	4,753 21	1,349 40	1,498 42	5,261 73	86 43	1,034 96
Halifax and Bermudas Cable Co., Ltd.	14,780 00	605 00	725 00		5 00	120 00	109,160 52	19,900 62	80,377 73
Marconi Wireless Telegraph Co. of Can., Ltd.	91,691 00	1,780 00	†29,185 00		821 00	2,085 00		1,205 00	8,700 00
North American Telegraph Co.	4,109 93	95 42	846 21	95 00	2 00	256 95	6,059 17	1,604 00	21,319 00
Pacific Cable Board	53,814 10	1,352 00	56,964 04	5,568 45				634 20	1,884 28
Temiskaming and Northern Ontario Ry. Com.	1,106 76	644 86						235 00	4,774 54
Western Union Telegraph Co.	237,451 62	1,470 75		‡21,176 85			10,238 63		
									6,729 59
Total	2,583,887 50	31,060 14	372,344 25	229,046 58	2,177 40	3,960 37	143,070 03	23,665 25	138,610 44

†Includes maintenance of buildings. *Expenses of offices. ‡Includes rent and house service.

Table 4.—Pole Mileage, and Wire Mileage by Classes.

Name of Company.	Address.	Pole Mileage.		Wire Mileage.				Multiple.
		Operated by Company.	Operated by Another Company.	Galvanized	Copper.			
					Overhead	Underground.	Submarine.	
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Canadian Northern Telegraph Co.	Toronto	4,442		13,535				
Canadian Pacific Ry. Co.	Montreal	13,569	991	49,046	37,516	4	259·50	*32, 878
Dominion Government Telegraph Service	Ottawa	7,883			8,383		256	
Grand Trunk Pacific Telegraph Co.	Montreal	2,080·50		5,503·50	1,375			
Great North Western Telegraph Co. of Canada	Toronto	9,616		31,100	2,418	250	101	3,340
North American Telegraph Co.	Kingston, Ont.	44		783·50				
Temiskaming and Northern Ontario Ry. Com.	Toronto	297		1,138	403			
Western Union Telegraph Co.	New York	2,853		15,868	†4·77		‡72·96	
Total		40,784·50	991	116,974·00	50,099·77	254	689·46	36,218

†Aerial Cable. ‡Submarine Cable. *Included in foregoing figures.

Table 5.—Messages, Employees and Remuneration.

Name of Company.	Address.	Number of Land Messages.	Number of Cable-grams.	Number of Operators.		Number Other Officers and Employees.	Salaries and Wages.
				Male.	Female.		
							$ cts.
Anglo-American Telegraph Co., Ltd.	London, Eng.						
American Telegraph and Cable Co.	New York						
Canadian Northern Telegraph Co	T oronto			34	9	109	75,786 46
Canadian Pacific Railway Co.	Montreal	4,286,009	456,539	600	93	1,039	1,384,035 42
Direct United States Cable Co., Ltd.	London, Eng.						
Dominion Government Telegraph Service	Ottawa	313,626				700	290,000 00
Grand Trunk Pacific Telegraph Co.	Montreal	115,334		5	2	20	40,903 00
Great North Western Telegraph Co. of Canada	Toronto	4,170,934	218,437	1,552	44	357	509,221 17
Halifax and Bermudas Cable Co., Ltd.	London, Eng.						14,780 00
Marconi Wireless Telegraph Co. of Canada, Ltd.	Montreal	87,528	88,805	120	1		91,691 00
North American Telegraph Co	Kingston, Ont	84,804	3,778	47	16	5	4,480 00
Pacific Cable Board	London, Eng.			32		17	53,576 66
Temiskaming and Northern Ontario Ry. Com.	Toronto	194,305	1,000	23	1	2	1,106 76
Western Union Telegraph Co.	New York						237,451 62
Total		9,252,540	768,559	2,413	166	2,249	2,703,032 09

Table 6.—Pole Mileage by Provinces.

	Nova Scotia	New Brunswick	Prince Edward Island	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon
	miles	miles	miles	miles	miles	miles	miles	miles	miles	miles
Canadian Northern Telegraph Co., Toronto					337	*1,838	1,851	414		
Canadian Pacific Railway Co., Montreal	560	372		1,819	3,805	1,592	2,066	1,286	2,069	
Dominion Government Telegraph Service, Ottawa	696	78	†14	2,065	28					
Grand Trunk Pacific Telegraph Co., Montreal					364	303	1,664·50	556	193	
Great-North Western Telegraph Co. of Canada, Toronto		422		3,485	5,639	70	800	639	1,065	2,498
North American Telegraph Co., Kingston, Ont.					44					
Temiskaming & Northern Ontario Ry. Com., Toronto					297					
Western Union Telegraph Co., New York	1,572	995		446					140	
Total	2,828	1,867	14	7,515	10,514	3,803	6,381·50	2,895	3,467	2,498

† In Newfoundland. * 43 miles in State of Minnesota.

TABLE 7.—Wire Mileage by Provinces.

	Nova Scotia	New Brunswick	Prince Edward Island	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Yukon
	miles	miles	miles	miles	miles	miles	miles	miles	miles	miles
Canadian Northern Telegraph Co., Toronto					1,342	*5,844	5,109	1,370		
Canadian Pacific Railway Co., Montreal	2,511	2,461		7,922	1,54·50	10,441	13,009	10,267	8,667	
Dominion Government Telegraph Service, Ottawa	796	97	†14	2,331	45		800	681	1,162	2,713
Grand Trunk Pacific Telegraph Co., Montreal					728	1,253	2,338·50	2,173	386	
Great North Western Telegraph Co. of Canada, Toronto		783		10,090	22,350	646				
North American Telegraph Co., Kingston Ont.					783·50					
Tem skaming & Northern Ontario Ry. Com., Toronto					1,541					
‡Western Union Telegraph Co., New York	6,570	5,035		3,906					356	
Total	9,877	8,376	14	24,249	58,207·00	18,184	21,256·50	14,491	10,571	2,713

‡ Aerial and submarine cable mileage not included. † In Newfoundland. * 219 miles in State of Minnesota.